The SIGNALMAN'S Journal

OCTOBER 1980

Bernard E. Britcher (left) ConRail general chairman, and other Brotherhood members presented Donald M. Geist (second from left) with testimonials to his honest, fair and cooperative relationship with the Brotherhood as engineer C&S in charge of Conrail's Columbus, Ohio C&S shop and training center.

Signalman Sam

Signalman Sam says: Look for the BofRS union label on signal equipment and in bungalows and instrument cases indicating Brotherhood members wired and assembled them.

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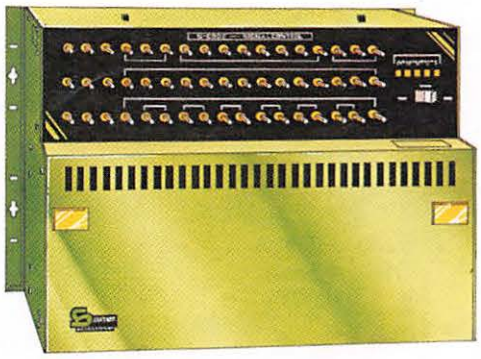

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MEMBER RPI RAILWAY PROGRESS INSTITUTE

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The SIGNALMAN'S Journal

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Cover: Donald M. Geist (second from left) was honored by the Brotherhood of Railroad Signalmen for his honest, fair and cooperative relationship with the Brotherhood as engineer C&S in charge of the Columbus, Ohio C&S shop and C&S training center of ConRail. From left to right are: Bernard E. Britcher, general chairman, ConRail (with plaque presented to Geist from the United Signalmen General Committee); Geist; James B. Ferres, local chairman, Local Lodge 38 with plaque from C&S shop employees; Willis Abner, executive assistant general chairman, ConRail; and James B. Genesky, signal maintainer at C&S shop with PRR momento presented to Don Geist.

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The SIGNALMAN'S Journal

October 1980

BRS honors CR's Geist

A strong labor-management relationship is exhibited by these four signalmen. From the left are: Bernard E. Britcher, general chairman, ConRail; Donald M. Geist, engineer C&S in charge of ConRail's C&S shop and C&S school at Columbus, Ohio; Willis Abner, executive assistant general chairman, ConRail; and W. D. Best, BofRS secretary-treasurer.

Plaque commemorating years of service as well as representing strong labor-management relationship is presented by Bernard E. Britcher (right) ConRail general chairman, to Donald M. Geist, engineer C&S in charge of the C&S shop and the C&S training center at Columbus, Ohio.

Plaque from C&S shop signalmen of Local Lodge 38 was presented to Don Geist (left) by James B. Ferres, local chairman, representing the signalmen working in the shop.

Something unique in labor-management relations took place on Saturday, July 12 in Columbus, Ohio. On that evening, over 35 members of the Brotherhood of Railroad Signalmen attended a retirement dinner to honor Donald M. Geist, engineer communications & signals, ConRail. Geist was the man in charge of starting and successfully operating the C&S system shop and C&S training school for ConRail.

What Don Geist meant to signalmen was very appropriately stated by Bernard E. Britcher, general chairman, ConRail. In his remarks before presenting Geist with a plaque in honor of his years of service, Britcher said that the Brotherhood's "attendance here tonight demonstrates that strong friendships can cross labor-management lines. These friendships are built on respect that has been earned by our honored guest.

"Don is respected because he has been honest, fair and cooperative with us, yet at the same time, he has worked within the agreements in effect and provided outstanding service to his company.

"Don is a vivid example that strong and lasting labor-management relationships can be established and do work well, both from labor and management's viewpoints.

"It is our hope that Don's achievements and methods of dealing with labor will be closely followed by future management officials.

"On behalf of the Brotherhood of Railroad Signalmen, the members and officers of the United Signalmen General

Signalmen at Columbus' shop constructed this momento for Donald M. Geist (center) engineer C&S in charge of the shop and school for ConRail. Presenting the award are C. Fred Brant (left) signal foreman at the shop; and Jim Genesky, signal maintainer.

Almost two hundred years of service on the Pennsylvania Railroad and its successors are represented in this picture. W. D. Best, (left) BofRS secretary-treasurer had 18 years on the PRR; C. L. "Jiggs" Brant (center) spent 47 years with the railroad, working up through the ranks in the signal department. He retired as office engineer C&S at Columbus' Buckeye yard. His father had over 50 years service as a storekeeper and his grandfather had 50 years service, and was a fence foreman for the PRR. Son, C. Fred Brant (right), signal foreman at Columbus signal shop, has over 32 years service.

A salute to friendship and thanks for the years of service to both the Brotherhood and ConRail is made by Bernard E. Britcher (left) general chairman, USGC; Donald M. Geist (second from left), engineer C&S shop and C&S training center; Willis Abner (second from right) executive assistant general chairman, USGC; and Harvey Alexander (right) chief engineer communications & signals, ConRail.

Could money be the topic of this conversation between Donald Murphy (left) general secretary-treasurer, ConRail; and W. D. Best, (right) BofRS secretary-treasurer? An interested listener is Don's wife Peg.

Committee, and personally from Willis Abner and myself, we extend to you and Una, our sincere best wishes for a long and rewarding retirement."

The plaque which Britcher presented to Geist reads as follows: "Certificate of Appreciation awarded to Donald M. Geist in recognition of your sincere cooperation and humanitarian efforts with and on behalf of the employees represented by the Brotherhood of Railroad Signalmen which exemplified an excellent management-labor relationship. Presented by United Signalmen General Committee July 12, 1980."

Two other awards were made to Don Geist for his service to the signalmen. C&S shop employees of Local Lodge 38, represented by James B. Ferres, local chairman, presented Geist with a plaque that reads as follows: "Take two heaping cups of patience, one heartful of love, two handfuls of generosity, a dash of laughter, one handful of understanding, sprinkle

Enjoying some conversation during the social hour are Bernard E. Britcher (left) ConRail general chairman; guest of honor Donald M. Geist (center) engineer C&S in charge of shop and school for ConRail; and Edward A. Dischinger of Unity Lodge 2.

C&S shop talk might well be the topic of discussion of this group during the social hour preceding Don Geist's retirement dinner at Columbus, Ohio. Harvey Alexander (left) chief engineer C&S ConRail; and Robert D. Mays (right) who will succeed Geist as engineer C&S in charge of C&S shop and school, are listening to remarks of Floyd F. Guy (center) vice general chairman, ConRail.

C&S shop signalmen presented Don Geist with a plaque to thank him for his many years of service to the men working there.

Three couples came to honor Don Geist and represent Brotherhood members at this gala occasion in Columbus. Shown here (left to right) are: Joan and Bob Dowler (Pitt Lodge 112); Ed and Margie Dischinger (Unity Lodge 2); and Margaret and Jim Walker (Local Lodge 2).

generously with kindness, add plenty of faith and mix well, spread over a period of a lifetime and serve everybody you meet. Local 38 Brotherhood of Railroad Signalmen ConRail C&S repair shop at Columbus, Ohio wishes to thank Mr. Don Geist for the above recipe he used so well. July 12, 1980."

A momento with reminders of Geist's Pennsylvania Railroad years was presented to him by C. Fred Brant, signal foreman, and James Genesky, signal maintainer, of the C&S shop. The momento consisted of a small section of rail (circa 1930) nickel-plated, a miniature steam locomotive, a position-light signal and crossing signal all mounted on a suitable plank.

Inscription reads as follows: "Presented to D. M. Geist, engineer C&S, C&S repair shop and training center, Columbus, Ohio. Feb. 16, 1944-July 25, 1980."

SPL signs with 26 railroads

Brotherhood of Railroad Signalmen has signed agreements with 26 railroads concerning voluntary payroll deductions of political contributions. These contributions will be made to the Signalmen's Political League.

In a typical agreement, monthly voluntary political contribution deductions will be made from wages at the same time the membership dues are deducted from the employee's paycheck. Also, each employee's authorization for these contributions will remain in effect for a minimum of twelve months and thereafter until cancelled on 30-day written notice from the employee.

In a letter to Norfolk & Western members, V. J. Sartini, general chairman, explained the importance of the Signalmen's Political League and of the voluntary contribution deductions. "Most of our membership have recognized the increased benefits we have been able to obtain by exercising our collective political strength. The purpose of the Signalmen's Political League is not to support any particular party or candidate, but to support those candidates whose political philosophy is to support legislation which is of the greatest benefit to the working people of our great nation.

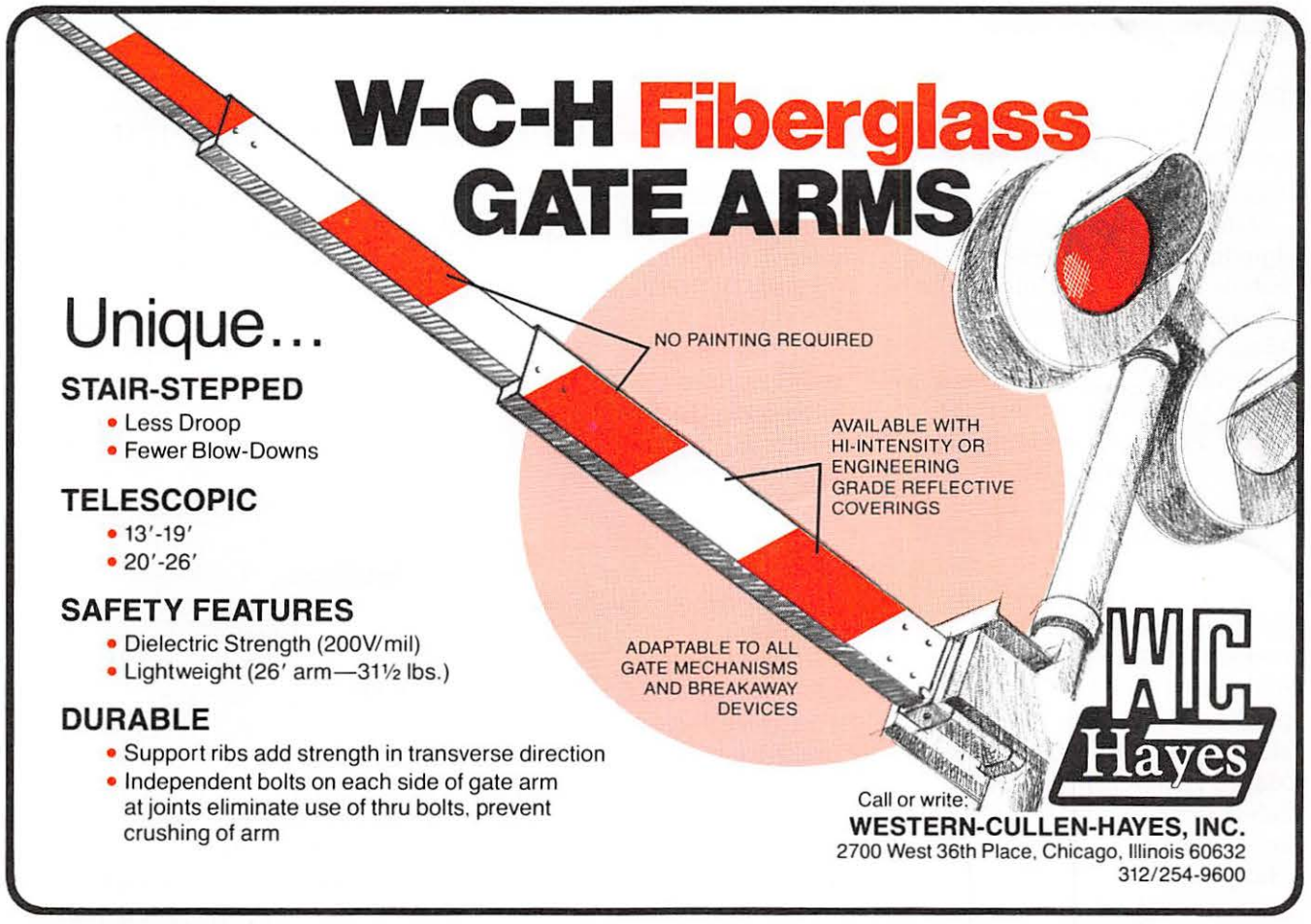
"You are aware that union dues cannot be used for political purposes, and the only money available to us for political effort must be obtained through voluntary contributions.

"This year is extremely important in that it contains a Presidential election plus elections for many National and State offices. There is a new mood in the country to eliminate certain benefits that labor has worked many years to obtain. A greater movement to eliminate union representation is flourishing within our country. Therefore, we hope that all of our retired and active members recognize the benefit of being active in our political league.

"For us to continue the fight to maintain what is rightfully ours we must have your assistance. We hope you will see fit to contribute at least $1.00 per month to assist us in helping defend your rights through political action."

RLEA endorses Congressmen

The following list has Railway Labor Executives' Association recommended endorsements of Congressional candidates in this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STAIR-STEPPED
• Less Droop
• Fewer Blow-Downs
TELESCOPIC
• 13'-19'
• 20'-26'
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fall's election. An asterisk indicates an incumbent. The number indicates the Congressional district. D is for Democrat; R is for Republican.

Arkansas — House: (1) Bill Alexander, *D; (4) Beryl Anthony, Jr., *D.

California — Senate: Alan Cranston, *D. House: (1) Harold T. Johnson, *D; (2) Norma K. Bork, D; (3) Robert T. Matsui, *D; (4) Vic Fazio, *D; (5) John L. Burton, *D; (6) Phillip Burton, *D; (7) George Miller, *D; (8) Ronald V. Dellums, *D; (9) Fortney Stark, *D; (10) Don Edwards, *D; (12) Paul McCloskey, Jr., *R; (13) Norman Y. Mineta, *D; (14) Ann Cerney, D; (15) Tony Coelho, *D; (21) James Corman, *D; (22) Pierce O'Donnell, D; (23) Anthony Beilenson, *D; (24) Henry Waxman, *D; (25) Edward Roybal, *D; (27) Carey Peck, D; (28) Julian C. Dixon, *D; (29) Augustus Hawkins, *D; (30) George E. Danielson, *D; (31) Mervyn Dymally, D; (32) Glenn M. Anderson, *D; (35) Jim Lloyd, *D; (36) George E. Brown, *D; (37) Jerry Lewis, *R; (38) Jerry M. Patterson, *D; (41) Bob Wilson, D; (42) Lionel Van Deerlin, *D.

Idaho — Senate: Frank Church, *D. House: (1) Glenn W. Nichols, D; (2) Diane Bilyeu, D.

Illinois — Senate: Alan J. Dixon, D. House: (1) Harold Washington, D; (2) Gus Savage, D; (3) Martin A. Russo, *D; (5) John G. Fary *D; (6) Mario R. Reda, D; (7) Cardiss Collins, *D; (8) Dan Rostenkowski, *D; (9) Sidney R. Yates, *D; (10) Robert A. Weinberger, D; (11) Frank Annunzio, *D; (12) David McCartney, D; (14) LeRoy E. Kennell, D; (15) John Paul Quillin, D; (16) Douglass R. Aurand, D; (19) Tom Railsback, *R; (20) David Robinson, D; (21) Edward R. Madigan, *R; (23) Melvin Price, *D; (24) Paul Simon, *D.

Indiana — Senate: Birch Bayh, *D. House: (1) Adam Benjamin, Jr., *D; (3) John Brademas, *D; (4) John D. Walda, D; (6) David W. Evans, *D; (7) Patrick D. Carroll, D; (8) Kenneth C. Snider, D; (9) Lee H. Hamilton, *D; (11) Andy Jacobs, Jr., *D.

Iowa — Senate: John C. Culver, *D. House: (1) Jim Leach, *R; (2) Steve Sovern, D; (3) Lynn G. Cutler, D; (4) Neal Smith, *D; (5) Tom Harkin, *D; (6) Berkley Bedell, *D.

Kentucky — Senate: Wendell H. Ford, *D. House: (1) Carroll Hubbard, Jr., *D; (2) William H. Natcher, *D; (3) Romano L. Mazzoli, *D; (6) Tom Easterly, D; (7) Carl D. Perkins, *D.

Maine — House: (1) Harold C. Pachios, D.

Maryland — Senate: Charles McC. Mathias, Jr., *R; House: Roy Dyson, D; (2) Clarence D. Long, *D; (3) Barbara A. Mikulski, *D; (4) James J. Riley, D; (5) Gladys Spellman, *D; (6) Beverly B. Byron, *D; (7) Parren J. Mitchell, *D; (8) Michael D. Barnes, *D.

Montana — House: (1) Pat Williams, *D; (2) Ron Marlenee, *R.

Nebraska — House: (1) Douglas K. Bereuter, *R; (2) Richard M. Fellman, D; (3) Virginia Smith, *R.

New Jersey — House: (1) James J. Florio, *D; (2) William J. Hughes, *D; (3) James J. Howard, *D; (4) Frank Thompson, Jr., *D; (7) Andrew Maguire, *D; (8) Robert A. Roe, *D; (9) Harold C. Hollenbeck, *R; (10) Peter W. Rodino, Jr., *D; (11) Joseph G. Minish, *D; (12) Matthew Rinaldo, *R; (14) Frank J. Guarini, *D; (15) Bernard J. Dwyer, D.

New Mexico — House: (1) Bill Richardson, D.

North Carolina — House: (1) Walter B. Jones, *D; (6) Richardson Preyer, *D; (7) Charlie Rose, *D; (8) W. G. Hefner, *D.

Ohio — Senate: John Glenn, *D. House: (2) Thomas A. Luken, *D; (3) Tony P. Hall, *D; (8) Thomas N. Kindness, *R; (9) Thomas L. Ashley, *D; (11) Patrick J. Donlin, D; (12) Bob Shamansky, D; (13) Don J. Pease, *D; (14) John F. Seiberling, *D; (16) Ralph S. Regula, *R; (18) Douglas Applegate, *D; (19) Harry Meshel, D; (20) Mary Rose Oakar, *D; (21) Louis Stokes, *D; (22) Dennis E. Eckart, D; (23) Ronald M. Mottl, *D.

Oregon — House: (1) Les AuCoin, *D; (2) Al Ullman, *D; (3) Ron Wyden, D; (4) James Weaver, *D.

Pennsylvania — House: (1) Michael Myers, *D; (2) William H. Gray, III, *D; (3) Raymond F. Lederer, *D; (6) Gus Yatron, *D; (7) Robert W. Edgar, *D; (8) Peter Kostmayer, *D; (9) Bud Shuster, *R; (10) Joseph McDade, *R; (11) Raphael Musto, *D; (12) John P. Murtha, *D; (13) Lawrence Coughlin, *R; (14) William J. Coyne, D; (15) Jeanette Reibman, D, (17) Allen Ertel, *D; (18) Doug Walgren, *D; (20) Joseph M. Gaydos, *D; (21) Don Bailey, *D; (22) Austin Murphy, *D; (24) Marc L. Marks, *R; (25) Eugene Atkinson, *D.

South Carolina — Senate: Ernest F. Hollings, *D. House: (1) Charles Ravenel, D; (2) Tom Turnipseed, D; (3) Butler Derrick, *D; (5) Ken Holland, *D; (6) John W. Jenrette, Jr., *D.

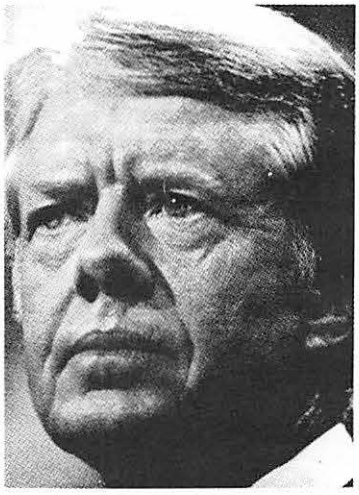
South Dakota — Senate: George McGovern, *D. House: (1) Thomas A. Daschle, *D; (2) Kenneth D. Stofferahn, D.

Texas — House: (2) Charles Wilson, *D; (5) Jim Mattox, *D; (6) Phil Gramm, *D; (8) Bob Eckhardt, *D; (9) Jack Brooks, *D; (11) Marvin Leath, *D; (12) Jim Wright, *D; (13) Jack Hightower, *D; (14) William N. Patman, D; (15) E. de la Garza, *D; (16) Richard C. White, *D; (17) Charles Stenholm, *D; (18) Mickey Leland, *D; (19) Kent Hance, *D; (20) Henry Gonzalez, *D; (22) Michael A. Andrews, D; (23) Abraham Kazen, Jr., *D; (24) Martin Frost, *D.

Virginia — House: (8) Herbert

(Please turn to page 20)

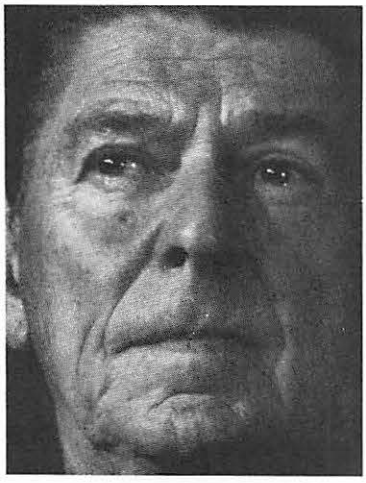
For Workers, A Clear Choice...CARTER



Problems plague the economy, and while many of them can not be attributed to President Carter, the fact is he could have done more to head them off and more to correct them. Recently, however, he has moved firmly in this direction by proposing the "revitalization" of America's industrial base, by which millions of jobs would be created.

It is one thing to acknowledge shortcomings in a President's policies. It is another matter—and a dangerous one—to turn to a candidate whose policies have a track record of absolute failure.

Such are the economic policies of Ronald Reagan. They can be summed up briefly, and accurately, in very few words: "Unshackle" business. Get government out of its way, Reagan says. Let business and industry, unhampered by the government, lead us to prosperity and full employment.



But the last time it was left to business and corporate leaders to mastermind the economy—"unshackled" by federal regulations—they brainstormed us into 20 percent unemployment and the nightmare of the longest, deepest, most tragic depression in our nation's history.

This is <u>their</u> record. It is <u>not</u> Jimmy Carter's. It is <u>not</u> the government's. It is <u>theirs.</u> Now, Ronald Reagan says "get government out of their way." Give them another chance. It's a chance we can't take.

As the chart on the following pages shows clearly, for working people there is a difference.

There <u>is</u> a choice...Carter.

Vote CARTER For President

Where They Stand On Key

ISSUE	CARTER
Job safety—OSHA	Supports strong law, with extensive enforcement powers
Compulsory open shop (right-to-work-for-less)	Opposes; would sign bill to repeal state laws
Anti-trust laws applied to unions (could weaken every union in the U.S.)	Would strongly resist any efforts to apply anti-trust laws to unions: Believes such laws never were intended to apply to unions.
Labor law reform (to protect the rights of workers to join unions free of employer pressure)	Proposed law, fought for congressional approval
Windfall profits tax on oil firms	Proposed tax, helped guide it to passage in Congress
Davis-Bacon law	Opposes any efforts to repeal or weaken existing law
Public employe unions	Supports collective bargaining rights for public employes
Energy	Proposes gas rationing, if needed, research for alternatives to oil funded by windfall profit tax
Full employment law	Supported compromise Humphrey-Hawkins plan
Food stamps for strikers and their families	Supports program
Minimum wage	For regular, adequate increases
Taxes	Urges revision of tax structure to shift some of load off workers to corporations and wealthy individuals
Equal Rights Amendment	Strongly for

Vote CARTER For President

Issues

REAGAN

Would weaken or kill OSHA; poor record on job safety as governor

"I tend to support state right-to-work laws." Would sign national open shop law if passed by Congress.

"I've thought for some time unions should be bound, as business is, by the anti-trust laws."

Opposed. "I feel strongly (labor law reform) should be defeated."

Opposes any windfall tax, would repeal newly-enacted one

Supports weakening provisions leading to eventual repeal

Opposes collective bargaining rights for public employes

"We can have an energy abundance if we turn the energy industry loose and get government out of the way."

Opposes any federal full employment commitment

Opposes; by inference backs strike-breaking by starvation

Proposes repeal

Pushes plan which throws bone to workers, huge new tax breaks for corporations and wealthy individuals

Strongly against

The ANDERSON Record

The third candidate, Rep. John Anderson, running as an independent, compiled a conservative record on worker and union issues in his 20 years in the U.S. House. On the official AFL-CIO scorecard, he voted 77 percent "wrong" on matters relating to jobs and union rights.

With the exception of the job safety law, which he consistently defended against attack, on gut matters for working people and their unions, Anderson has been in opposition—on efforts to create employment for the jobless, reform of the labor laws to protect the right to join a union, repeal of right-to-work-for-less laws, equal picketing rights for construction workers and protection of Davis-Bacon coverage, food stamps for striking workers and their families.

Anderson has said: "My heart is on the left, but my pocketbook is on the right." He voted his pocketbook for 20 years in the House.

November 4

Back to Square One for Workers and Unions?

The Danger in Reagan-GOP Control

Our union is neither Republican nor Democrat. We support candidates from both parties who back legislation that helps working people and their families, our union and the nation at-large—candidates who put the broad concerns of people above the narrow demands of the board-room barons.

But there are too few such candidates put forward by the Republican Party: Jacob Javits (N.Y.), Charles Mathias (Md.) and a handful of others like them in the Senate, Margaret Heckler (Mass.) and a few like her in the House—candidates who have earned the support of working people.

Theirs are lonely voices in GOP circles. Their influence on party policy and voting habits of their GOP colleagues in Congress is slight. We wish there were more of them.

Unfortunately, control of the party in and out of Congress rests firmly in the hands of union-hating right-wingers. On most issues, the shots are called by the Strom Thurmond-Jesse Helms-Orrin Hatch branch of the GOP. They have long supported Ronald Reagan and have been supported by him in their election campaigns and their approach to issues.

This is what makes the November elections so important to the well-being and security of our union and our members. Our contracts, our right to bargain collectively with real strength to back us up, our union itself are at stake November 4.

A brief look at GOP-Reagan positions on key issues of recent years makes this clear. From 1965-79, if *only* Republicans were voting in Congress, not one major piece of worker-helping legislation would have been enacted. Much anti-worker, anti-union legislation would have become law.

On the basis of GOP Congressional voting performance:

- **There would be no OSHA, the job safety law, under Reagan-GOP control.**
- **There would be no job-creating or job-training programs under Reagan-GOP control.**
- **There would be no food stamps for strikers—we'd face strike-breaking by starvation—under Reagan-GOP control.**
- **There would be no Davis-Bacon law under Reagan-GOP control.**
- **There would be a national "right to work (for less)" law under Reagan-GOP control.**
- **Unions would be placed under anti-trust laws—weakening every single union in the country—under Reagan-GOP control.**
- **The minimum wage would be much lower—or there would be *no* minimum wage—under Reagan-GOP control.**
- **There would be no Medicare, no CETA, no Voting Rights Act under Reagan-GOP control.**
- **There would be no windfall profits tax on oil firms under Reagan-GOP control. There would be no national energy program, no protection for the public against the power and profits of big oil or other major corporations under Reagan-GOP control.**

This is not a salvo of mere propaganda claims. On these issues and others of great importance to working people and their families, the 1965-79 record of GOP members of the U.S. House was, on average, 83 percent *wrong*, according to our union's official voting record; in the U.S. Senate 68 percent *wrong*.

On all of these issues, Ronald Reagan has been, and remains, in step with the worst right-wing GOP elements in Congress.

The conclusion that springs from these facts is alarming:

If Republicans gain control of the White House and the Congress as a result of November 4 voting, we will face a nightmare era of anti-worker, anti-people, anti-union legislation that will send us reeling back to Square One.

We can not afford this. *We can not afford* it as citizens. *We can not afford* it as workers. *We can not afford* it as union members. *We can not afford* it as a nation.

We can not afford Reagan-GOP control. It's that simple.

Vote CARTER For President November 4.

Vote For COPE-Endorsed Candidates For U.S. House And Senate.

Track Mileage and Units Equipped with Train Stop, Train Control, Cab Signals in the U.S.

Railroad	Train Stop	Train Control	Cab Signals	Train Stop & Cab Signals	Train Control & Cab Signals	Train Stop Train Control Cab Signals
Amtrak (track miles)	—	—	1371	—	—	—
Locomotives	—	—	47	35	—	344
Burlington Northern (track miles)	—	—	108	—	—	—
Locomotives	—	—	25	—	—	—
26 Suburban cars with control equipment						
Chicago & North Western	360	937	(track miles)		—	—
Locomotives	10	137	—	—	199*	—
*64 RTA cars with control equipment						
ConRail (track miles)	—	—	2268	—	—	—
Locomotives	—	—	2544	467	382	4
Illinois Central Gulf (track miles)	—	—	—	339	—	—
Locomotives	—	—	—	382	—	—
Long Island (track miles)	—	—	—	230	—	—
Locomotives	—	—	—	851	—	—
PATH (Port Authority Trans-Hudson	30	(track miles)		—	—	—
Locomotives	327	—	—	—	—	—
Richmond, Fredericksborg & Potomac	(track miles)		—	—	222	—
Locomotives	—	—	—	—	243*	—
*Includes 7 Auto Trains & 206 Amtrak locomotives						
Rock Island (track miles)	—	—	333	—	52	—
Locomotives	—	—	121	—	17	—
Santa Fe (track miles)	2351	—	—	—	—	—
Locomotives	42*	—	—	—	—	—
*Includes 34 Amtrak locomotives						
Union Pacific (track miles)	—	—	2127	—	—	—
Locomotives	—	—	1291	6	—	4
Totals	**2741 Mi**	**937 Mi**	**6207 Mi**	**339 Mi**	**504 Mi**	—
Source: Federal Railroad Administration	**379 Loc**	**137Loc**	**4028Loc**	**890 Loc**	**1692 Loc**	**352 Loc**

Signal Equipment in Service as of January 1, 1980 in U.S.

Railroad	Interlockings	Traffic Control Points	Track Miles ABS	Track Miles TCS
Alton & Southern	4A	—	2	—
Amtrak	53E, 71EP, 6EM	—	1177	497
Ann Arbor	1A, 2E	1E	8	15
Atlanta & West Point	—	—	92	—
Baltimore & Ohio	20A, 114E, 6EP, 10EM, 28M	169E	2219	1303
Bangor & Aroostook	—	—	29	24
Belt Railway of Chicago	4E, 2EP	—	28	—
Bessemer & Lake Erie	—	6E	—	177
Boston & Maine	1A, 15E, 5EP	87E	385	428
Burlington Northern	65A, 82E, 4EM, 13M	1138E	4747	5399
Canadian Pacific	3E	—	256	2
Central Vermont	3E	—	21	—
Chesapeake & Ohio	5A, 53E, 13EP, 1EM, 2M	553E, 6EP	625	2292
Chicago & Illinois Midland	1A, 1E	—	48	—
Chicago & North Western	56A, 58E, 3M	35E	1609	297
Chicago & Western Indiana	5E, 3EP, 2M	—	30	22
Chicago, South Shore & South Bend	—	—	84	—
Clinchfield	—	61E	—	271
Con Rail	45A, 392E, 135EP, 79EM, 41M	648E, 35EP	7632	6223
Colorado & Southern	1A, 2E	6E	40	5
Delaware & Hudson	1E	76E	40	508
Denver & Rio Grande Western	3A, 8E	294E	76	966
Detroit & Toledo Shore Line	—	12E	3	40
Detroit, Toledo & Ironton	3A, 3E	8E	—	28
Duluth, Missabe & Iron Range	1A, 4EP	40E	57	88
Duluth, Winnipeg & Pacific	1A, 1EM	1E	—	6
Elgin, Joliet & Eastern	9E, 4EM, 5M	11E	174	15
Florida East Coast	6E	53E	16	476
Fort Worth & Denver	3A, 1E	23E	323	123
Frisco (St. Louis-San Francisco)	34A, 8E	342E	316	1568
Georgia	1E	—	163	—
Grand Trunk Western	6A, 13E, 5M	31E	522	145
Houston Belt & Terminal	2A, 11E	2E	23	12
Illinois Central Gulf	49A, 45E, 12EM, 14M	167E	2723	949
Indiana Harbor Belt	1A, 11E, 3M	—	36	33
Kansas City Southern	8A, 2E, 1M	90E	79	569
Kansas City Terminal	11EP	—	23	—
Katy (Missouri-Kansas-Texas)	21A, 5E	16E	719	50

Legend: ABS—Automatic Block Signaling
TCS—Traffic Control System
Interlockings: A—Automatic
E—Electric
EP—Electro-pneumatic
EM—Electro-mechanical
M—Mechanical

Railroad	Interlockings	Traffic Control Points	Track Miles ABS	Track Miles TCS
Long Island	11E, 13EP, 1M	10E	204	135
Louisville & Nashville	32A, 80E, 4EP, 4EM	534E	911	2635
Maine Central	1A, 12E, 1EM	25E	109	87
Milwaukee Road	49A, 41E, 2EP, 10M	217E	2158	1140
Missouri Pacific	52A, 32E, 2EP, 9M	567E	2636	2942
Norfolk & Western	45A, 59E, j6EP, 3EM, 6M	697E, 221EP	1676	4071
Pittsburgh & Lake Erie	33E	6E, 1EP	28	216
PATH (Port Authority Trans-Hudson)	3A, 2E, 5EP	—	30	—
Richmond, Fredericksburg & Potomac	—	2E, 18EP	—	234
Rock Island	33A, 28E, 4M	168E	2226	877
Santa Fe	27A, 41A, 1M	857E	2821	4208
Seaboard Coast Line	44A, 18E, 8EP, 19M	828E, 25EP	197	3754
Soo Line	16A, 10E, 2M	73E	1	366
Southern	28A, 51E, 2EM, 2M	419E	2231	2259
Southern Pacific	35A, 57E, 2EM, 27M	987E	3768	3747
Terminal RR Assoc. of St. Louis	3E, 2EP	—	21	1
Toledo, Peoria & Western	4A, 1M	—	—	—
Union	2E, 5EP	—	30	—
Union Pacific	22A, 42E, 1EP, 1M	688E	2287	3123
Washington Terminal	4EP	—	—	13
Western Maryland	1A, 3E, 2EP, 1EM	10E	156	35
Western Pacific	1A, 3E	211E	178	779
Totals*	**731A, 1480E, 332EP, 130EM, 211M**	**10,161E, 330EP**	**46,273**	**53,293**

Source: Federal Railroad Administration
*Totals include all railroads, but not all listed here

Legend: ABS—Automatic Block Signaling
TCS—Traffic Control System
Interlockings: A—Automatic
E—Electric
EP—Electro-pneumatic
EM—Electro-mechanical
M—Mechanical

1960— John F. Kennedy won the Presidency by less than one vote per precinct nationwide.

1968— Richard Nixon won the Presidency by fewer than 350,000 votes over Hubert Humphrey out of more than 73 million votes cast.

1976— Jimmy Carter won the Presidency with 51.8 percent of the popular vote, but a switch of only 10,000 votes in Hawaii and Ohio would have reversed the result and given Jerry Ford a 270-268 electoral vote victory.

1980— ONE VOTE, YOUR VOTE, COUNTS

Causes of False-Proceed Failures 1979

Railroad	Broken	Circuits	Design	Errors	Failure	Relays	Sand	Unknown	Vandals
Amtrak	4	5	—	4	—	1	—	—	—
Baltimore & Ohio	—	—	—	1	—	—	—	—	2
Boston & Maine	—	1	—	1	—	—	—	—	—
Burlington Northern	2	7	1	2	1	5	—	—	8
Ft. Worth & Denver	—	1	—	—	1	—	—	—	—
Chesapeake & Ohio	—	1	—	—	—	1	—	—	—
Chicago & North Western	7	9	1	1	—	4	—	2	1
ConRail	5	9	1	8	2	6	—	—	6
Delaware & Hudson	—	1	—	—	—	1	—	—	—
Elgin, Joliet & Eastern	—	—	—	—	—	1	—	—	—
Florida East Coast	—	1	—	—	—	—	—	—	1
Frisco (St. Louis-San Francisco)	—	2	—	1	3	4	—	—	—
Illinois Central Gulf	4	11	1	1	3	3	—	—	1
Kansas City Southern	—	1	—	1	—	—	—	1	—
Katy (Missouri-Kansas-Texas)	—	2	—	5	2	—	—	—	—
Long Island	—	2	—	—	—	—	—	—	—
Louisville & Nashville	—	5	1	2	1	—	1	—	—
Milwaukee Road	—	3	—	2	—	1	—	1	2
Missouri Pacific	2	6	—	4	2	—	—	1	—
Norfolk & Western	1	2	—	1	—	3	—	—	1
Rock Island	3	4	1	—	—	1	—	1	1
Santa Fe	3	2	1	4	1	—	—	—	4
Seaboard Coast Line	1	1	1	1	—	1	—	—	—
Soo Line	—	1	1	1	—	—	—	—	1
Southern	—	2	1	4	—	1	—	1	—
Southern Pacific	—	6	1	—	—	—	—	2	—
Union Pacific	—	—	2	2	—	—	—	2	—
Totals*	**35**	**83**	**14**	**50**	**16**	**33**	**2**	**13**	**28**

Source: Federal Railroad Administration
*Totals include all railroads, but all not listed here

Legend: **Broken** = Apparatus broken, defective or out of adjustment
Circuits = Circuits open, crossed or grounded. Foreign current.
Design = Errors in circuit design
Errors = Errors in making connections or adjustments
Failure = Failures of apparatus due to ice, sleet, snow, wet track, weather or lightning.
Relays = Failures of relays, interlocking and other similar devices.
Sand = Sand, rust or other deposit on rails.
Unknown = Undetermined.
Vandals = Vandalism.

McGraw-Edison presents a clear case for the industry's easiest-to-check battery.

It's the transparent case on our no-contest nickel-cadmium batteries: easier to see through and strongest, too.

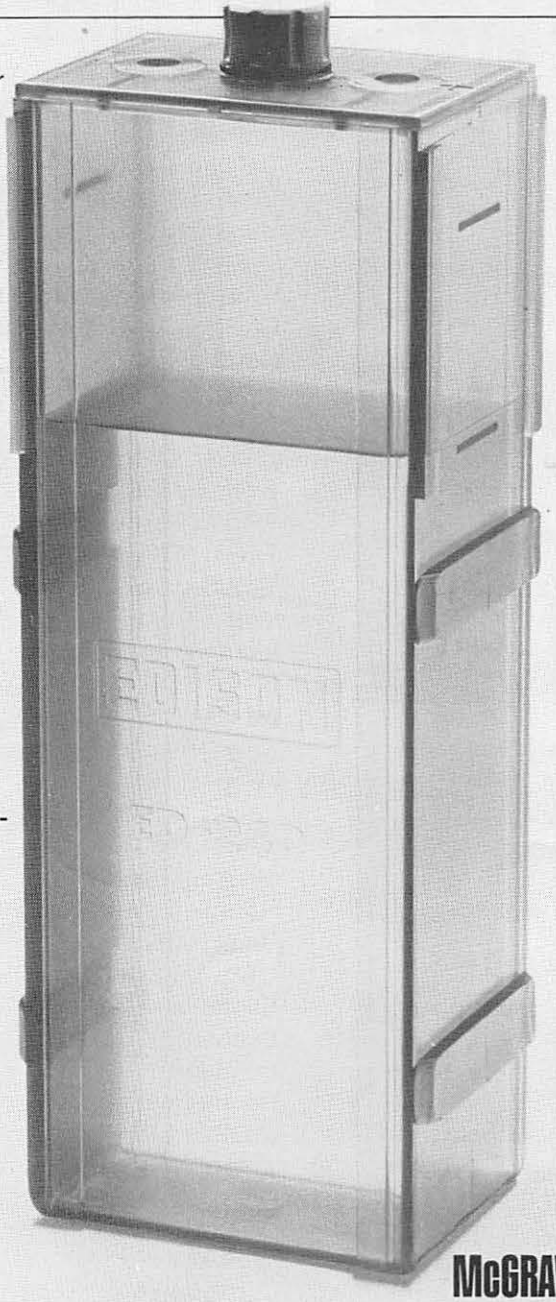
McGraw-Edison no-contest batteries are transparent by design.

Thanks to our extra-clear casing material, acrylite MP20, you can check the electrolyte levels more easily and accurately than with other types of batteries. And because acrylite is one of the toughest plastics made, you can count on high-impact resistance. It will withstand temperature ranges from −40F to +180F.

Special design features strengthen the case. External surfaces are completely perpendicular to give a more rigid battery assembly when cells are clip-locked together. Our patented Cliplock method of cell assembly—unique in the storage battery field—represents an entirely new approach to the assembly of multi-cell batteries.

Other things you'll like about McGraw-Edison design: you get a flat top for easy cleaning, and you can use a standard semiautomatic filling device to save time watering your battery.

For more information, write: McGraw-Edison Company, Power Systems Group, Box 2850, Pittsburgh PA 15230. In Canada, McGraw-Edison Ltd.



McGraw-Edison manufactures a complete line of batteries, chargers and related equipment. Available as systems or components.

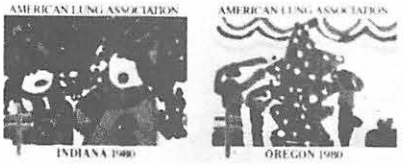
Unretouched photo

McGRAW-EDISON

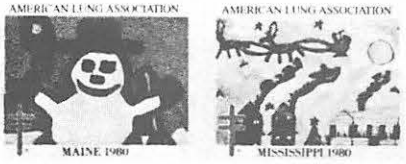
The no-contest battery.

THOSE CLEVER, PRETTY, USEFUL CHRISTMAS SEALS

Kids in kindergarten through third



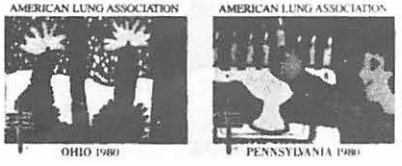
grade designed your 1980 Christ-



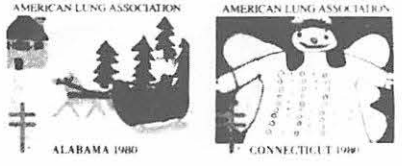
mas Seals. Each Christmas Seal you

use represents another resource

put to use in the fight against lung



diseases. Give to Christmas Seals.



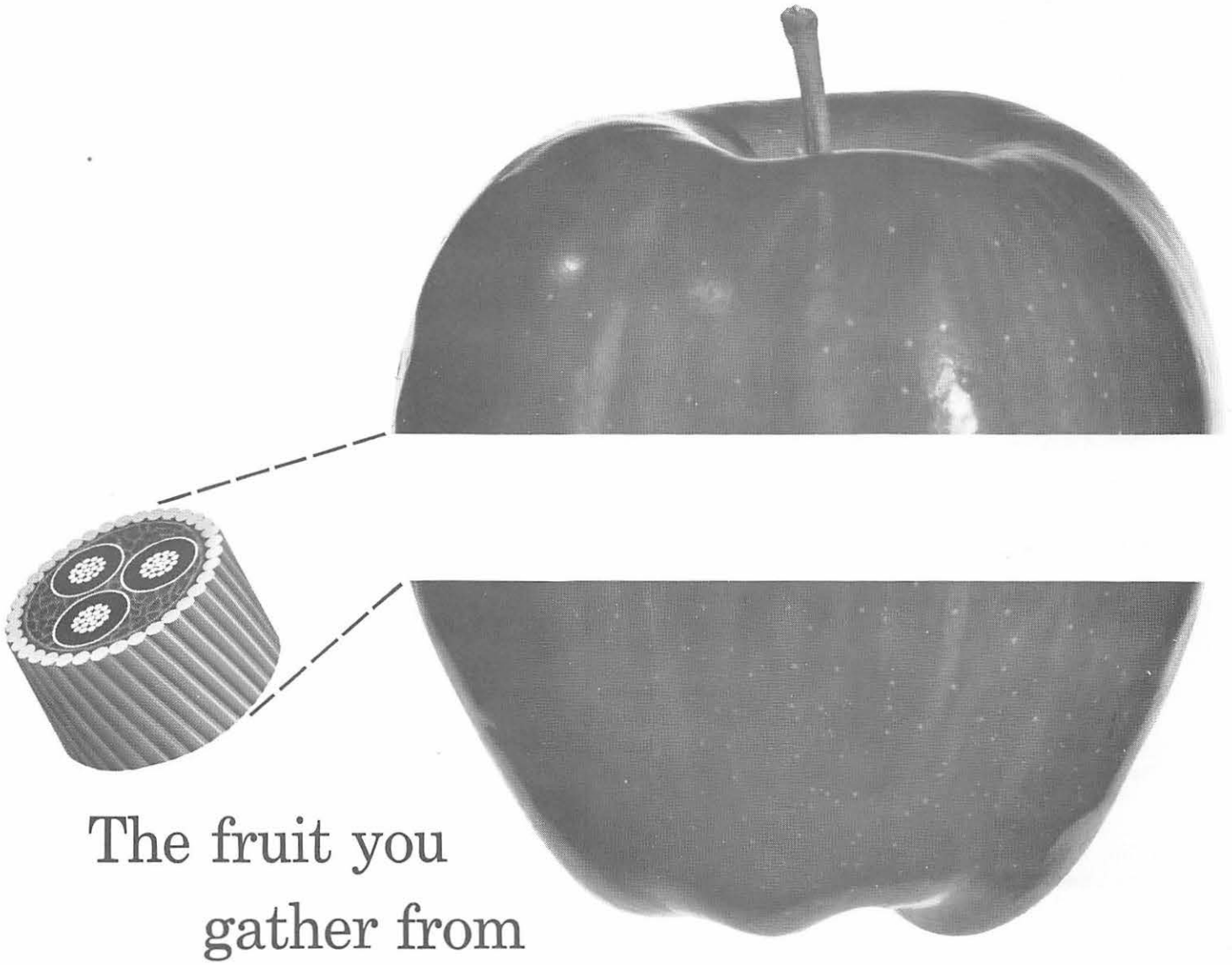
It's a matter of life and breath.®

AMERICAN LUNG ASSOCIATION
The Christmas Seal People®

False-Proceed Failures 1979-1972

Railroad	1979	1978	1977	1976	1975
Amtrak	14	13	21	1	—
Baltimore & Ohio	3	1	3	2	—
Boston & Maine	2	3	7	3	2
Burlington Northern	26	19	26	20	16
Ft. Worth & Denver	2	1	3	1	—
Chesapeake & Ohio	2	10	6	4	—
Chicago & North Western	25	10	27	16	9
ConRail	37	34	50	45	—
Delaware & Hudson	2	1	—	—	—
Denver & Rio Grande Western	—	—	2	—	—
Elgin, Joliet & Eastern	1	2	10	1	—
Florida East Coast	2	3	—	1	—
Frisco (St. Louis-San Francisco)	10	4	7	4	4
Grand Trunk Western	—	—	—	1	1
Illinois Central Gulf	24	31	27	8	11
Indiana Harbor Belt	—	1	—	1	—
Kansas City Southern	3	2	5	—	4
Katy (Missouri-Kansas-Texas)	9	3	6	4	1
Long Island	2	2	1	3	5
Louisville & Nashville	10	9	19	9	5
Milwaukee Road	9	4	5	6	1
Missouri Pacific	15	6	9	5	5
Norfolk & Western	8	7	23	9	4
Rock Island	11	10	8	8	16
Sante Fe	15	15	10	16	16
Seaboard Coast Line	5	4	10	5	6
Soo Line	4	—	1	—	3
Southern	9	7	11	13	5
Southern Pacific	9	14	9	4	3
Union	—	1	1	1	—
Union Pacific	6	3	2	3	—
Western Pacific	—	—	1	1	—
Totals*	**274**	**222**	**312**	**198**	**142**

Source: Federal Railroad Administration
*Totals include all railroads, but not all railroads listed.



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E. Harris, II, *D; (10) Joseph L. Fisher *D.

West Virginia — House: (1) Robert M. Mollohan, *D; (4) Nick J. Rahall, *D.

N&W to upgrade Bellevue yard

Norfolk & Western has awarded a $2.5 million contract for equipment to upgrade its 42-track classification yard at Bellevue, OH. The new equipment will include a US&S dual computer control system, wheel detectors, radar units and a microprocessor based distance-to-go equipment. Installation is to begin next year with completion by the end of 1981.

BN to install ctc

Burlington Northern has applied to the Federal Railroad Administration for permission to install centralized traffic control on two segments of lines in Nebraska. One line is between Alliance and Northport, some 28 miles, and a second line is between Mullen and Antioch, approximately 85 miles.

Selected Railroads' I/FP and TS/FP Ratings for 1979

Railroad	Number of Interlockings	Track Miles ABS+TCS	False Proceed Failures	I/FP	TS/FP
Amtrak	130	1,674	14	9.3	119.6
Baltimore & Ohio	159	3,446	3	53.0	1148.7
Boston & Maine	21	813	2	10.5	406.5
Burlington Northern	164	10,146	26	6.3	390.2
Chesapeak & Ohio	74	2,917	2	37	1458.5
Chicago & North Western	117	1,906	25	4.7	76.2
ConRail	692	13,855	37	18.7	374.4
Delaware & Hudson	1	548	2	0.5	274
Elgin, Joliet & Eastern	18	189	1	18.0	189
Florida East Coast	6	492	2	3.0	246
Frisco (STL-SF)	42	1,884	10	4.2	188.4
Illinois Central Gulf	120	3,672	24	5.0	153
Kansas City Southern	9	575	3	3.0	191.7
Katy (M-K-T)	26	769	9	2.9	85.4
Long Island	25	339	2	12.5	169.5
Louisville & Nashville	120	3,546	10	12.0	354.6
Milwaukee Road	102	3,298	9	11.3	366.4
Missouri Pacific	95	5,578	15	6.3	371.9
Norfolk & Western	129	5,747	8	16.1	713.4
Rock Island	65	3,103	11	5.9	282.1
Santa Fe	69	7,029	15	4.6	468.5
Seaboard Coast Line	89	3,951	5	17.8	790.2
Soo Line	28	367	4	7.0	91.7
Southern	83	4,490	9	9.2	498.9
Southern Pacific	116	6,870	9	12.9	763.3
Union Pacific	66	5,410	6	11.0	901.7

Legend:

I/FP = Interlockings ÷ False Proceed Failures
TS/FP = Track Miles Signaling ÷ False Proceed Failures

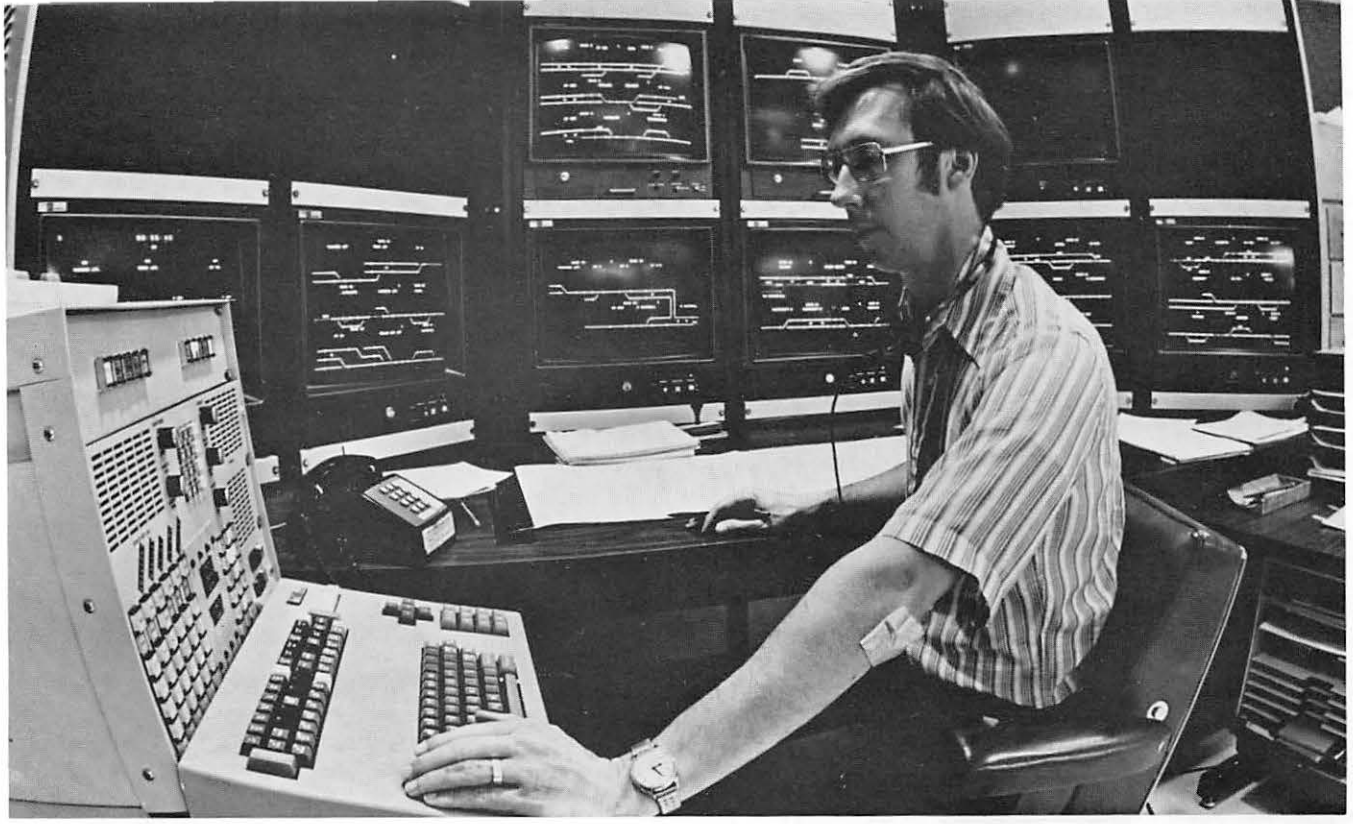
ConRail to upgrade Elkhart, IN yard

ConRail plans to spend $16.9 million to improve its Elkhart, IN automatic classification yard. Work includes extension of 21 classification tracks, construction of two additional departure tracks, installation of two parallel pull-out tracks with power switches, additional power switches between classification and departure yards and revision of the hump layout to provide for two master retarders. Also, a digital computer will be installed to provide improved automatic control of automatic switches and retarders. Work on upgrading the 72-track classification yard and associated yards is to be completed in about two years.

Railroad singer story is told

The life and times of America's blue yodeler, Jimmy Rodgers, has now been brought to the public. Although known to many in the railroad side as the singing brakeman, he once was a railroad brakeman, Jimmy Rodgers is also known as the father of country music and he was the first performer elected to the Country Music Hall of Fame.

A very readable book about Jimmy Rodgers by Nolan Porterfield, professor of English at Southeast Missouri State University, covers Rodgers life from his childhood in adolescence up through maturity, marriage and



Several hundred miles of ctc are controlled from the Alliance, NE dispatching center of the Burlington Northern. Dispatcher John Guillott directs train movements over routes in southwestern South Dakota and northeastern Wyoming. As of June 1, 1980, BN had about 5,200 miles of main line track under ctc control. Over the next few years BN plans to install ctc on more than 900 additional track miles. As to traffic, John Guillott reported he recently handled 44 trains on his shift.

fame. Unlike previous writings about Rodgers, Porterfield's book derives from extensive and detailed research into original sources: private letters, personal interviews, court records, and newspaper accounts. JIMMIE RODGERS significantly expands and alters our knowledge of the entertainer's life and career, explaining the nature of his role in American culture of the Depression era and providing pages of insightful background on the milieu in which he worked.

Reading the first full account of the Singing Brakeman's childhood and adolescence, fans may be surprised to find that his early years were considerably less austere than previously reported, and that the railroad, although important, was not the dominant force in his life. Readers will also learn the details, never before published, of Rodgers' first marriage, and of the bitter lawsuit which centered around the only child of that marriage.

Music specialists will welcome the abundance of information on Rodgers' recording sessions, including newly discovered facts regarding the circumstances of the original session in Bristol, and data on the performers, managers, and other show business figures who worked with Rodgers. An extensive discography, an itinerary of Rodgers' personal appearances, a chronology of the famous "Blue Yodels," and abundant illustrations give JIMMY RODGERS even greater appeal and utility.

JIMMIE RODGERS by Nolan Porterfield, University of Illinois Press, Box 5081, Station A., Champaign, IL 61820. Price $15.00.

RTA seeks to buy RI commute line

Chicago's Regional Transportation Authority has applied to the Federal Railroad Administration for a guaranteed loan of $46 million. The money will be used to acquire and rehabilitate the Rock Island commuter service between Joliet, IL and downtown Chicago including the suburban branch. Also funding will be for rehabilitation of 30 bi-level cars and construction of a new passenger station near the present LaSalle Street station.

MP updates ctc controls

Missouri Pacific has purchased a new computer system from Union Switch & Signal Division, WABCO to consolidate dispatcher operations at Houston, TX.

The system is expected to be installed next spring.

The new system, which uses "miracle" chip technology featuring five US&S Micro-700 micro

processors coupled to a DEC-PDP 11/34A mini-computer; can perform logic, code system and displays, train tracking, dispatcher meet control, automatic routing, automatic advance signal clearing, automatic clearing of sidings, entrance/exit control, train status, and other miscellaneous data for entry and retrieval.

Fifteen different code lines encompassing 218 field stations will be controlled from five dispatcher positions and will include a highly visable, overall train display panel.

Robert O. Harris

George S. Ives

Two get NMB appointments

George S. Ives, a member of the National Mediation Board since 1969, has been designated for a one year term as Chairman, effective July 1, 1980. Robert O. Harris, a member of NMB since 1977, has been re-appointed by the President and confirmed by the Senate for a 3-year term as a member of the Board.

BN-Frisco sign BofRS agreement

Employee protection agreements on behalf of employees represented by the Brotherhood of Railroad Signalmen in connection with the merger of the Burlington Northern and St. Louis-San Francisco have been signed. In addition to the merger protection agreement, the two roads and the BofRS have signed an implementing agreement and letters of intent which will provide a smooth transition once the Frisco is merged into the BN. At press time a federal district court had held up the actual merger because of objections by other railroads.

Southern ctc gets new controls

Southern has installed a micro Traffic Master control machine at Somerset, KY to control 328 miles of centralized traffic control. Average daily traffic on the line is 74 trains. The new microprocessor will control five GRS type K coding systems transferred from ctc machines that were installed in the 1950's. The seven small electronic modules are housed in the pedestal under the lighted track diagram completely eliminating the need for separate ctc equipment room. CTC controls the territory between Cincinnati, OH and Chattanooga, TN.

Cincinnati-Chattanooga ctc on the Southern Railway is controlled from new machines in Somerset, KY. Part of the new control office equipment are microprocessing computer equipment.

Signing a revised agreement is William A. Class, Jr., general chairman Fort Worth & Denver, along with D. A. Tisdale, manager of labor relations, FW&D. Behind them are T. R. Catherall (left), local chairman of Essman Lodge 133 and John T. Bass, BofRS vice president.

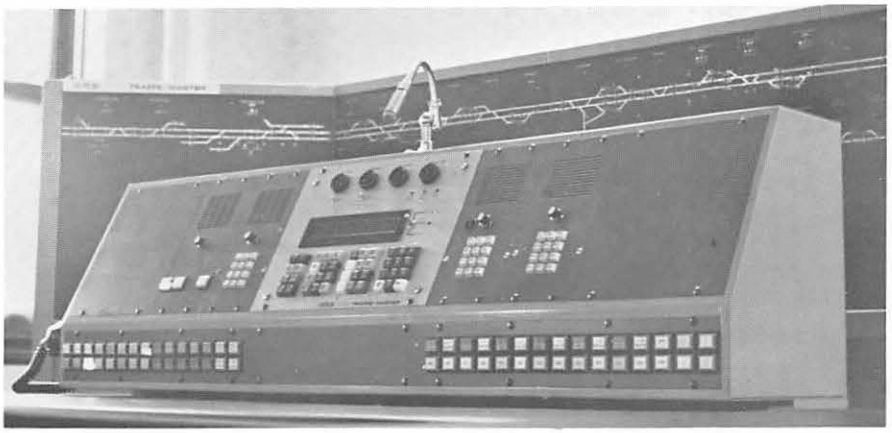
Retirement Board has RI listings

The Rock Island Railroad Transition and Employee Assistance Act, enacted on May 30, provides for the negotiation of an employee protection agreement to be administered with the participation of the U.S. Railroad Retirement Board.

The agreement to be negotiated under the law may include, but need not be limited to, employee relocation incentive compensation moving expenses, and separation allowances. While the Railroad Retirement Board will take employee claims and authorize them for payment, the benefits and allowances provided by the agreement will actually be paid by the Rock Island Railroad.

The Act also makes provision for the Board to make new career training assistance payments to qualified Rock Island employees who elect separation allowances under the agreement.

MILW installs commuter ctc



Commuter territory on the Milwaukee Road's north line covering 63 miles is now under centralized traffic control. The GRS micro Traffic Master control machine is in Chicago's Union Station.

Milwaukee Road has purchased ctc control equipment from General Railway Signal Company for installation on 63-mile, double-track commuter territory from Chicago's Union Station to Fox Lake, IL. Additional controls will be added covering parts of the main line to Milwaukee. The control office has a pedestal-mounted, 11-foot track diagram and a desk-mounted keyboard for controls. Two GRS microprocessors will provide the controls.

Following negotiation of the agreement, the Board will publish and make available to the Rock Island, for its distribution to employees, a booklet describing the rights of employees under the negotiated agreement and other sections of the Act.

The Act also provides for special consideration to be extended to railroad job applicants who were Rock Island employees on August 1, 1979 and were separated or furloughed, before January 1981 because of a reduction in service, by the Rock Island or another carrier providing temporary service over Rock Island lines. By law, these personnel have "first right of hire" for certain vacancies with all railroads subject to Interstate Commerce Commission regulation.

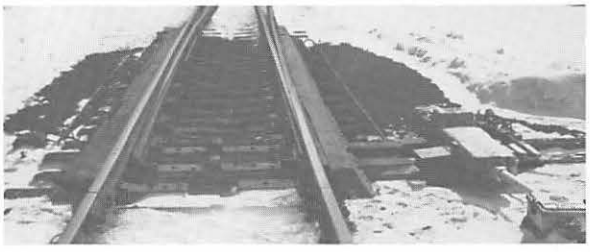
These rights are the same as and co-equal to those provided by federal law to Milwaukee Road employees. The special hiring rights provision does not, however, apply to vacancies covered by certain affirmative action plans or vacancies for which a railroad is recalling its own furloughed employees. Nor will it apply if the applicant was separated for cause or is found to be less qualified than others.

The Board will prepare and maintain two employment listings through December 31, 1984. One list will consist of the names of Rock Island employees who ask to be included on it and will be made available to all rail carriers upon their request. The Board will also maintain a current list of railroad employment opportunities, by class and craft, to assist unemployed personnel.

Keep switches clear of snow and ice!

RAILS COMPANY

SWITCH HEATERS



Whatever type of switch heater you need, we make it:
- Type HAB-HP high pressure blower models...oil fired, natural gas, propane or all electric.
- Type LP low pressure natural gas models.
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- All available for dispatcher control or automatic operation with Rails Company Snow Detector.

Write or call for full information.

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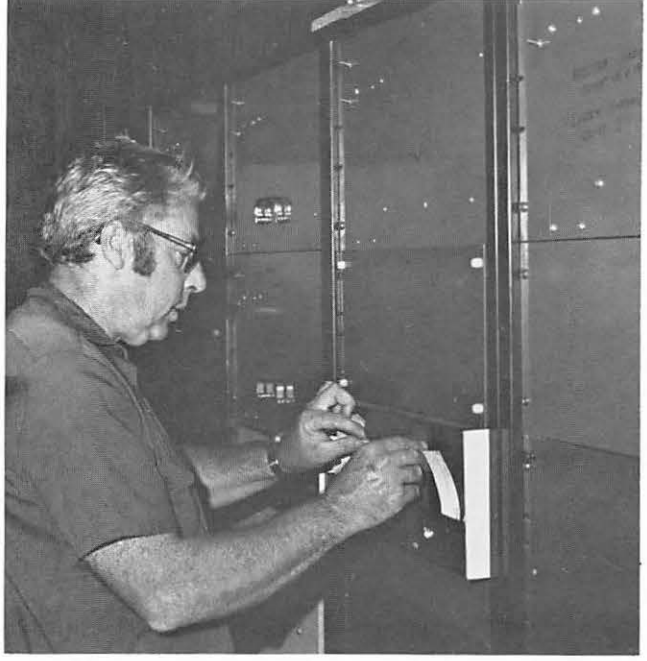
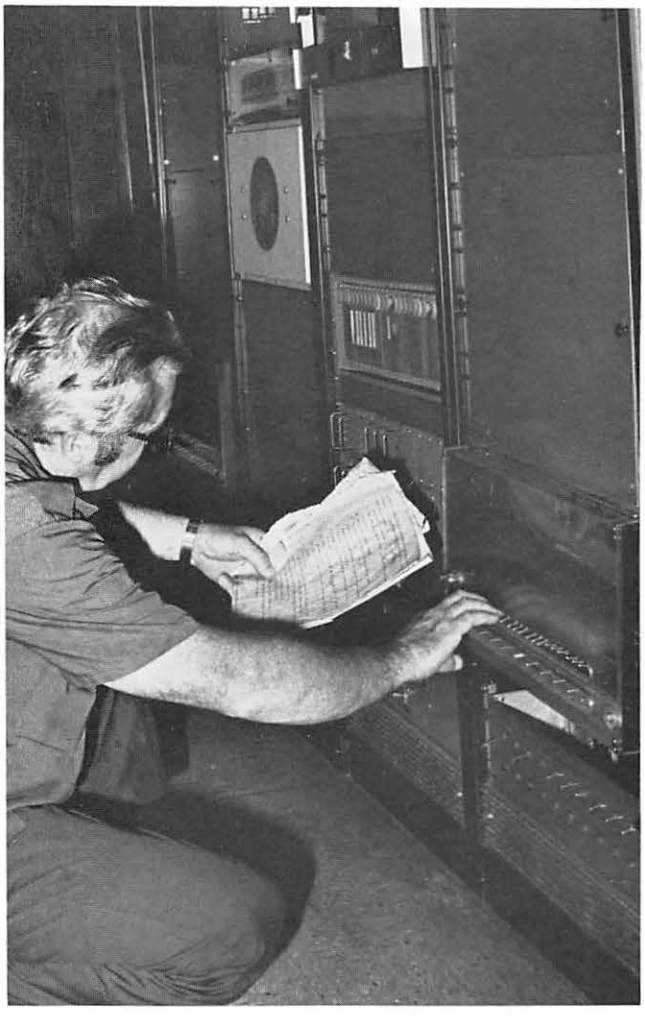
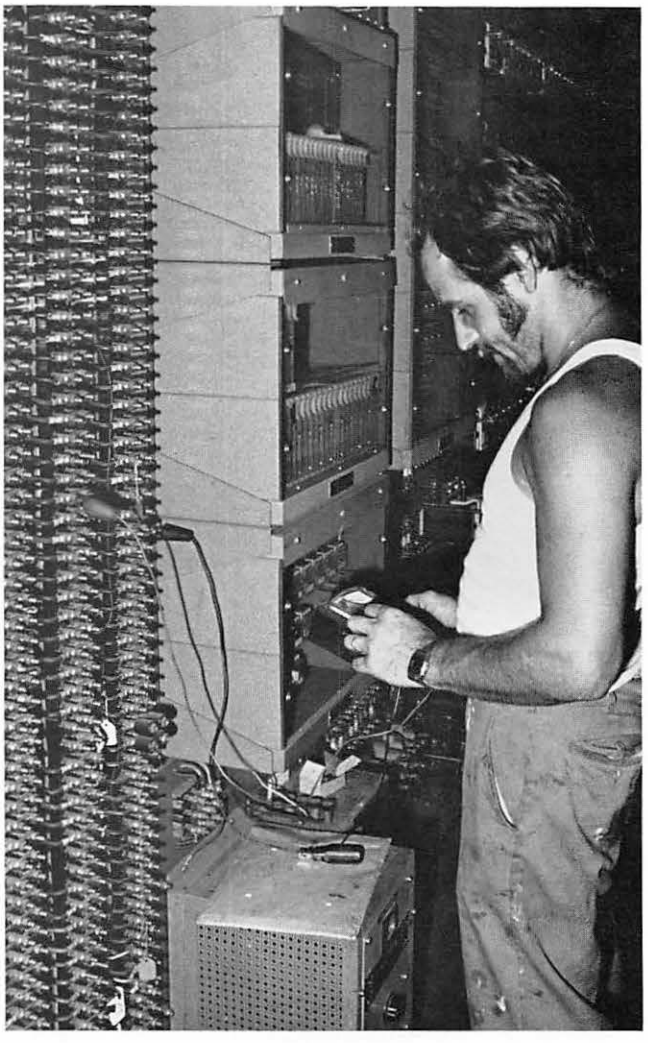


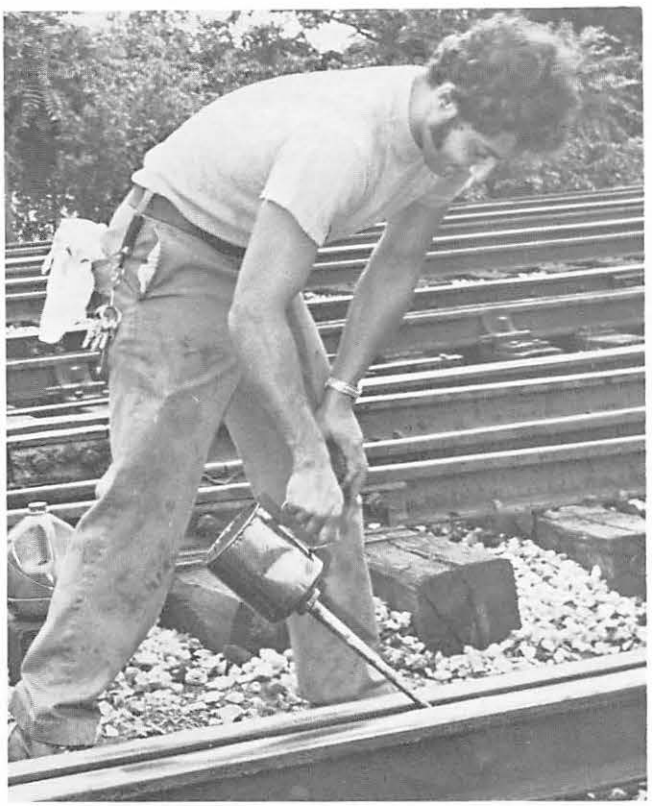
Inserting a paper tape with computer instructions is one step in bringing one of C&WI's computers back on line that controls the road's Chicago ctc system. Nick Bulthuis, signal foreman, also sets certain thumb switches to proper position to prepare this standby computer to receive the program that would put it back on line with the normal unit.

Signalmen are busy on the Chicago and Western Indiana





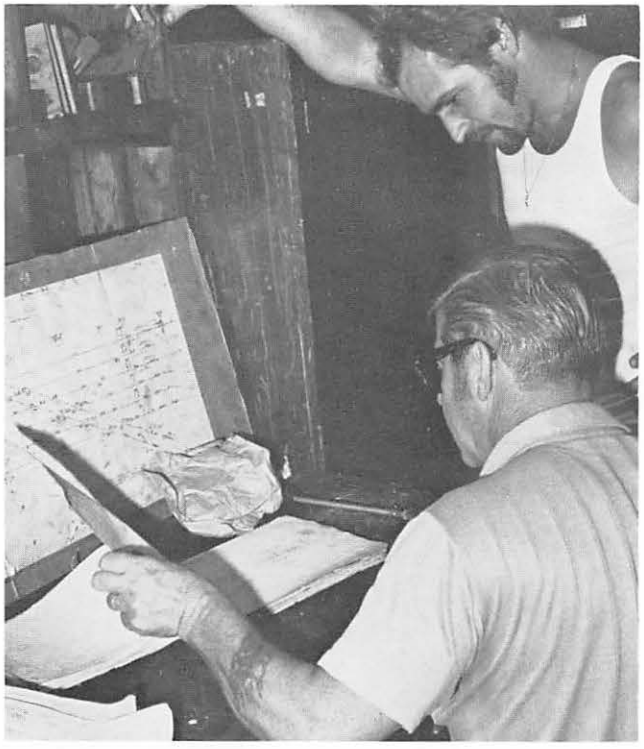
Taking a ground reading at 74th street interlocking is R. A. "Rick" Steczo, signal maintainer. He along with other C&WI signalmen are members of Noble Lodge 3.



Also oiling switches is Michael A. Volanti, assistant signal maintainer, at the 74th street interlocking.

Because switch oil comes in 55-gal. drums, Tom Dougherty finds it handier to draw oil into a plastic bottle to refill his oil can. He is signal maintainer at C&WI's State Line interlocking.

Checking oil usage of one of the signal trucks are Marc Sharp (right) signal helper, and Dick Swartz, signal helper.



Checking circuit plans at 74th street interlocking are Donald F. Alberts (seated) signal inspector; and Rick Steczo, signal maintainer.

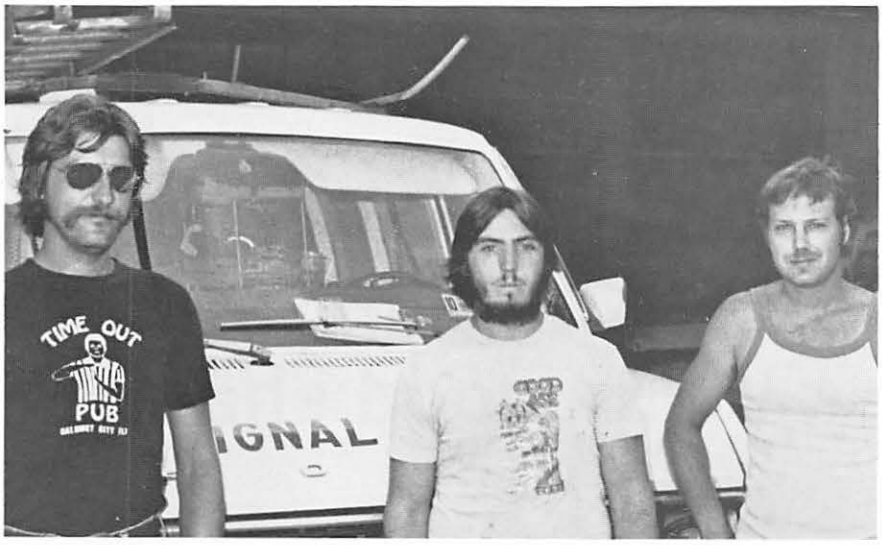
Caught at one of the signal vans at 47th street signal headquarters are John F. Schuh (left) signal testman, and Don F. Alberts, signal inspector.

Pointing to one of the many details of power switches at 74th street interlocking is Clark E. Swartz, supervisor signal & electrical, C&WI, to Harvey H. Parker (left) general chairman.

Oiling switches is a routine but necessary job at State Line interlocking (Illinois-Indiana border) east of Chicago on the C&WI. Harry Levinson, signal helper, does this along with many other chores in keeping the plant maintained.

At State Line interlocking, Thomas J. Dougherty, signal maintainer, clears weeds and dirt away from a compensator base at this large mechanical interlocking. Dougherty says that keeping pipe runs and bases clear helps because snow can't build up, melt and then freeze into ice that stops the piping from operating.

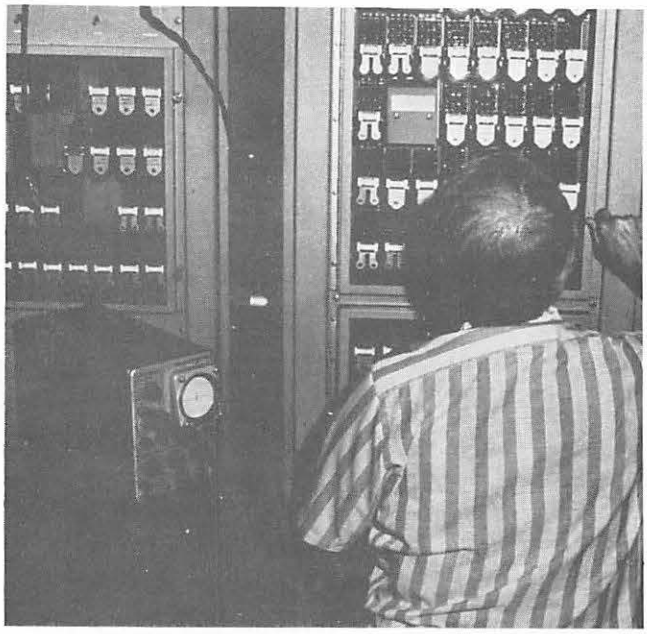
At the C&WI signal shop, John F. Shuh (left) signal testman, tells Harvey H. Parker, general chairman, how repairs are made to audio frequency overlay receivers used at rail-highway grade crossings.



At the early morning check-in, the TSJ camera caught these Chicago & Western Indiana construction gang members: A. A. "Ed" Korach, (left) vacation relief signalman; Jeff T. Bronkala, assistant signalman; and Michael E. Broughton (right) leading signalman.

Mini-construction gang of the C&WI before they set off for work recently included (from the left): Marc Sharp, signal helper; Dick Swartz, signal helper; Nicholas F. Bulthuis, signal foreman, and local chairman, Noble Lodge 3; Jose Del Valle, signal maintainer; and J. T. "Tom" Duckworth, assistant signal maintainer.

Third trick signal maintainers were caught by the TSJ camera as they came off duty on a Friday morning at C&WI signal headquarters at 47th street in Chicago. R. P. "Rich" Fellinger (left) is an assistant signal maintainer, and Wayne L. Rith is signal maintainer.

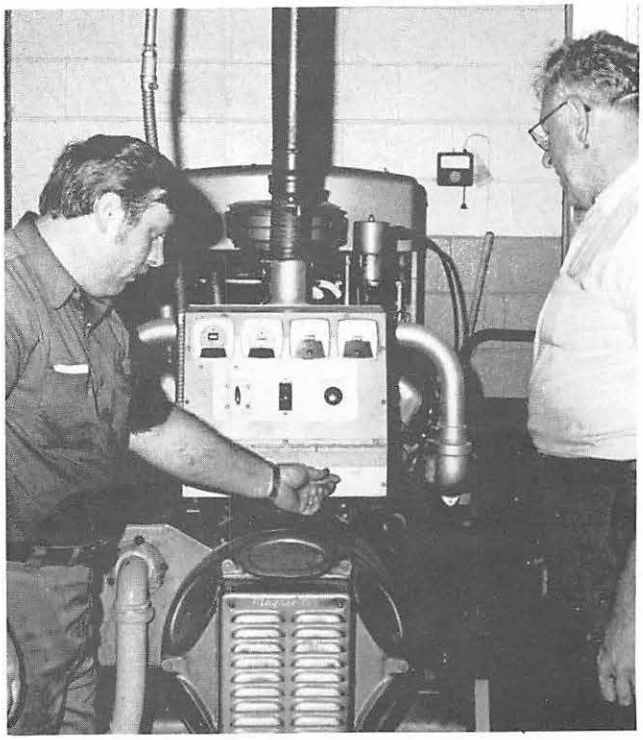


Calibrating motion sensors at Bison automatic classification yard (in service in 1963) is L. H. Tegler, retarder technician, and a member of Deposit Lodge 145.

Making repairs to switch control equipment is Brother R. G. Laurie, signal maintainer at ConRail's Bison yard in Buffalo, NY. John E. Hansen (right), BofRS vice president is an interested spectator. L. H. Tegler (center) is retarder technician.

Signalmen keep ConRail yards in good shape

Bison yard



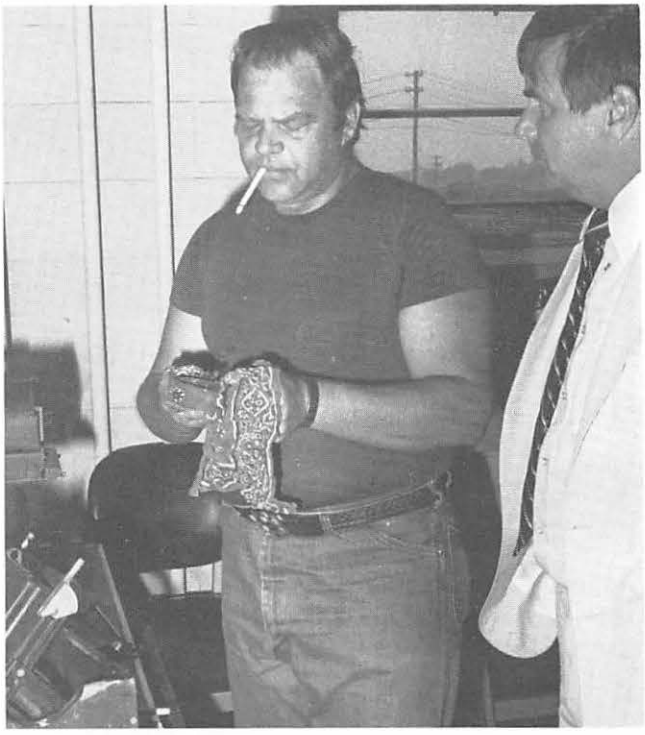
Standby gas-engine generator in retarder building at Bison yard is operated once each week. Ray Cox (left) signal foreman, starts set while Henry Koszuta checks meters. They are members of Deposit Lodge 145.

Checking out a load cell in the electronic weigh-in-motion scale is Henry J. Koszuta (left), signalman and Ray Cox, signal foreman at Bison yard.

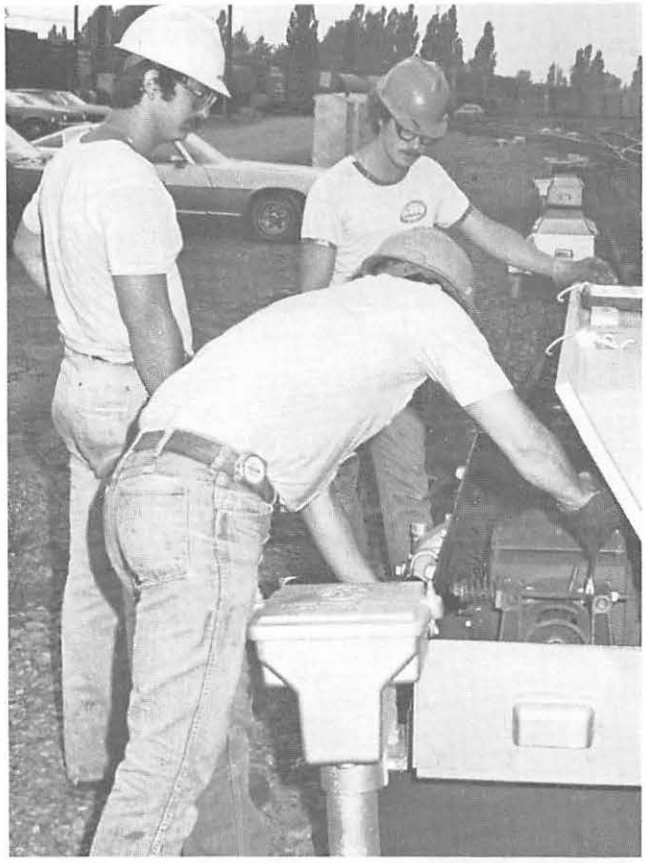
Checking out switch control trouble at Bison yard Buffalo, NY, is R. G. Laurie, signal maintainer. Brother Laurie is a member of Deposit Lodge 145.

The operation of a sonic transmitter of the presence detector used at Bison yard is described by Brother Tegler (left) to Richard J. Szprygada, CR, assistant general chairman.

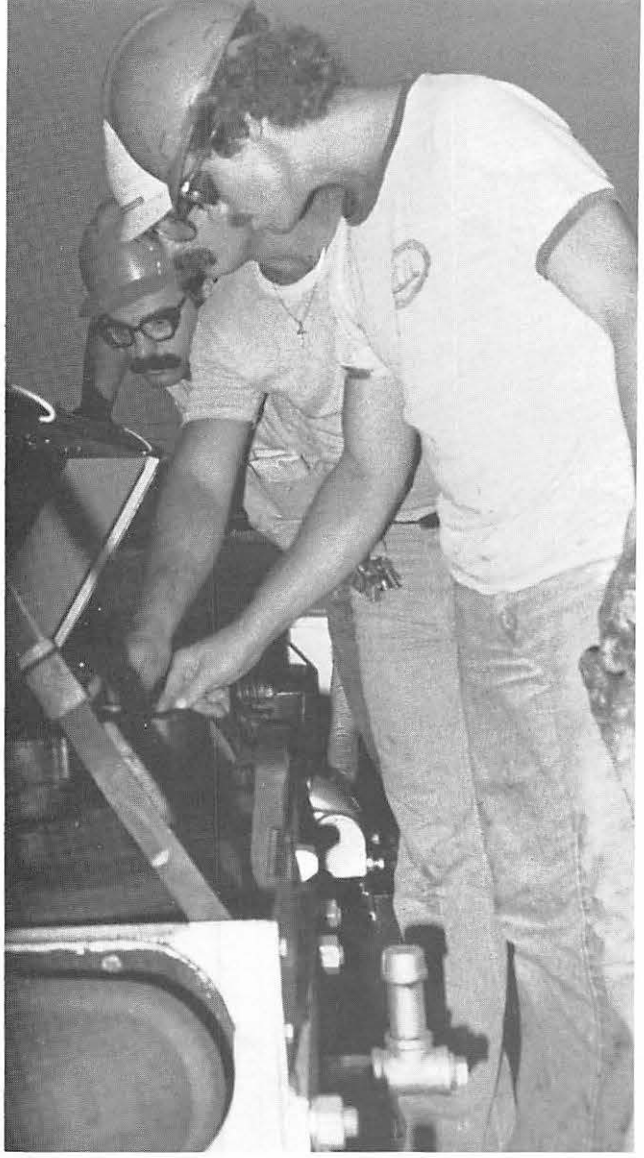
Frontier yard



Cleaning lens of a searchlight signal is Jim Glowacki, leading signal maintainer. John E. Hansen (right), BofRS vice president, listens as Brother Glowacki describes the vandalism problem in the Buffalo area. He is replacing a cover glass and lens broken by vandals.

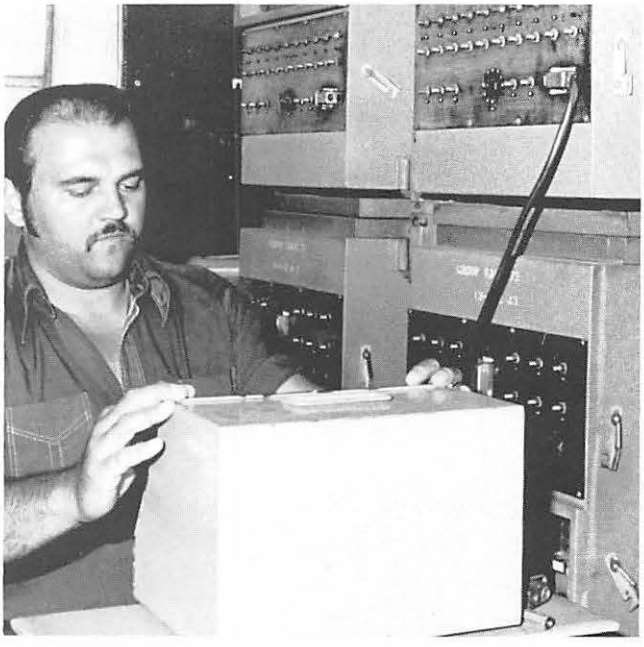


Making an adjustment to one of the group retarder mechanisms at Frontier yard is: J. J. Skubis, signal maintainer. Watching are: A. J. Bianco (left), foreman, and J. A. Skubis (rear). These Brothers are members of Buffalo Lodge 36.

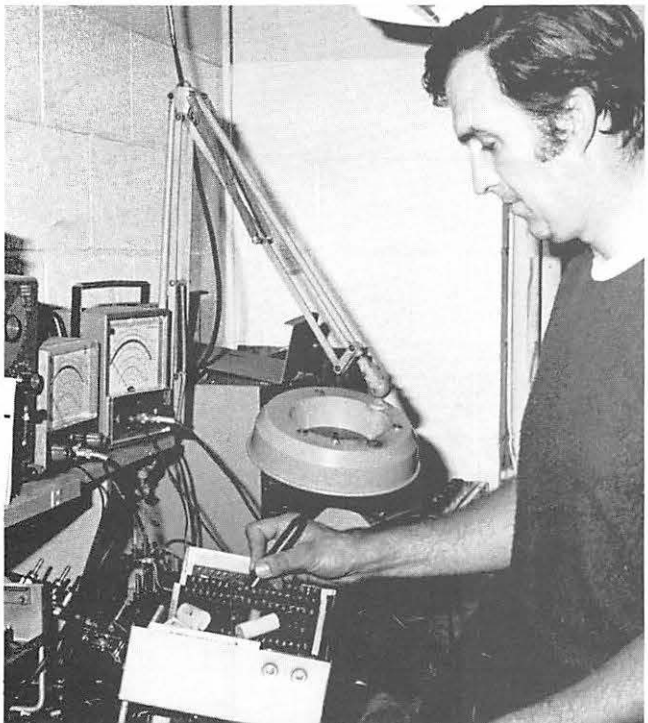


Checking on the operation of GRS electric car retarders at ConRail's Frontier yard in Buffalo, NY are (from the left): J. J. Skubis, signal maintainer-welder; A. J. Bianco, signal foreman and J. A. Skubis, signal maintainer.

Making adjustments on retarder interlocks are Tom McMullen (left), assistant signal maintainer; and Jim Glowacki, leading signal maintainer. These interlock units have contactors handling the 265-volts dc that operate the retarder motors.



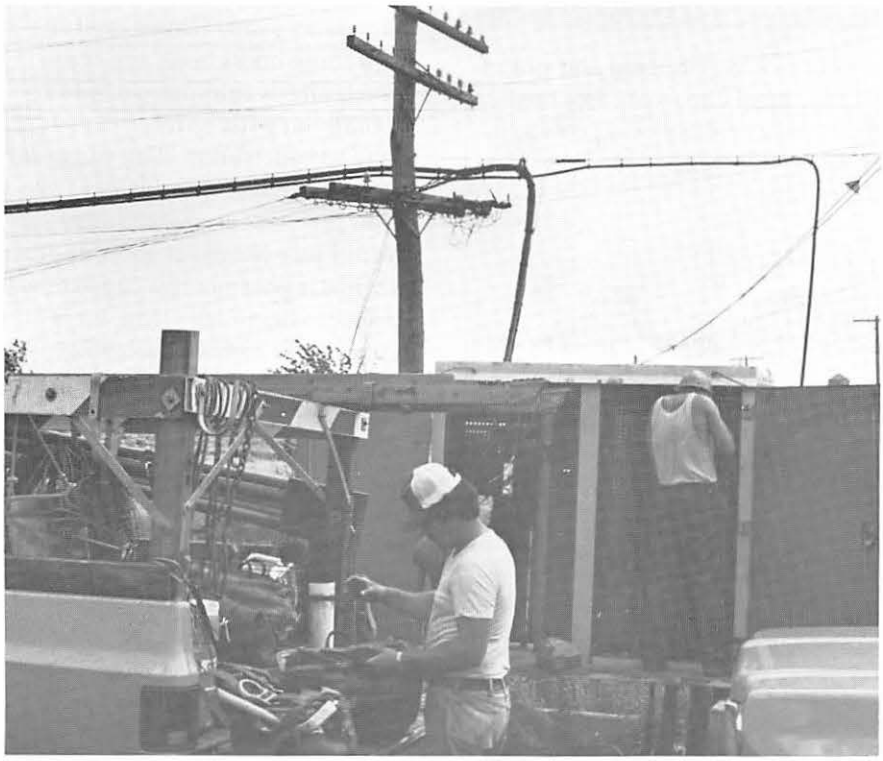
Adjusting the speed control unit for group 2 at Frontier yard (in service in 1957) is Philip Kaminski, retarder technician.



Checking a voltage on a discriminator unit in the presence detector system is Ron Szymanek, retarder technician. All Brothers working at ConRail's Frontier yard are members of Buffalo Lodge 36.

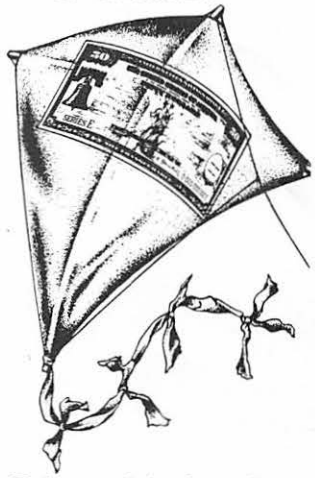
Checking material reports is Mario Anibaldi (seated), signal maintainer, at ConRail's C&S gang headquarters and shop at Buffalo in the old Erie freight house. Looking on are John E. Hansen (left), vice president, BofRS; and Richard J. Szprygada, assistant general chairman, CR.

TSJ camera caught Robert E. Lemmey, signal maintainer, ConRail, just after he checked some relays at Mortimer, NY, south of Rochester.



Patching through code and line circuits west from this instrument case at Union Street, Chili, NY, on the West Shore line of ConRail is the Albion line gang.

Watch your savings soar.



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Another view of ConRail line gang and trucks at Chili, NY, in mid July.

Getting out in the field is one of the functions of BofRS local and grand lodge officers. Here, Robert E. Lemmey (left), local chairman, Rochester Lodge 93; and John E. Hansen (next to Lemmey), BofRS vice president, visit the Albion line gang at Union Street, Chili, NY.

Looking at a spring switch on the West Shore line at Mortimer is Robert E. Lemmey (left), and John E. Hansen, BofRS vice president. Brother Lemmey is signal maintainer for this territory that includes this remote control plant at Mortimer.

Signal Hours of Service

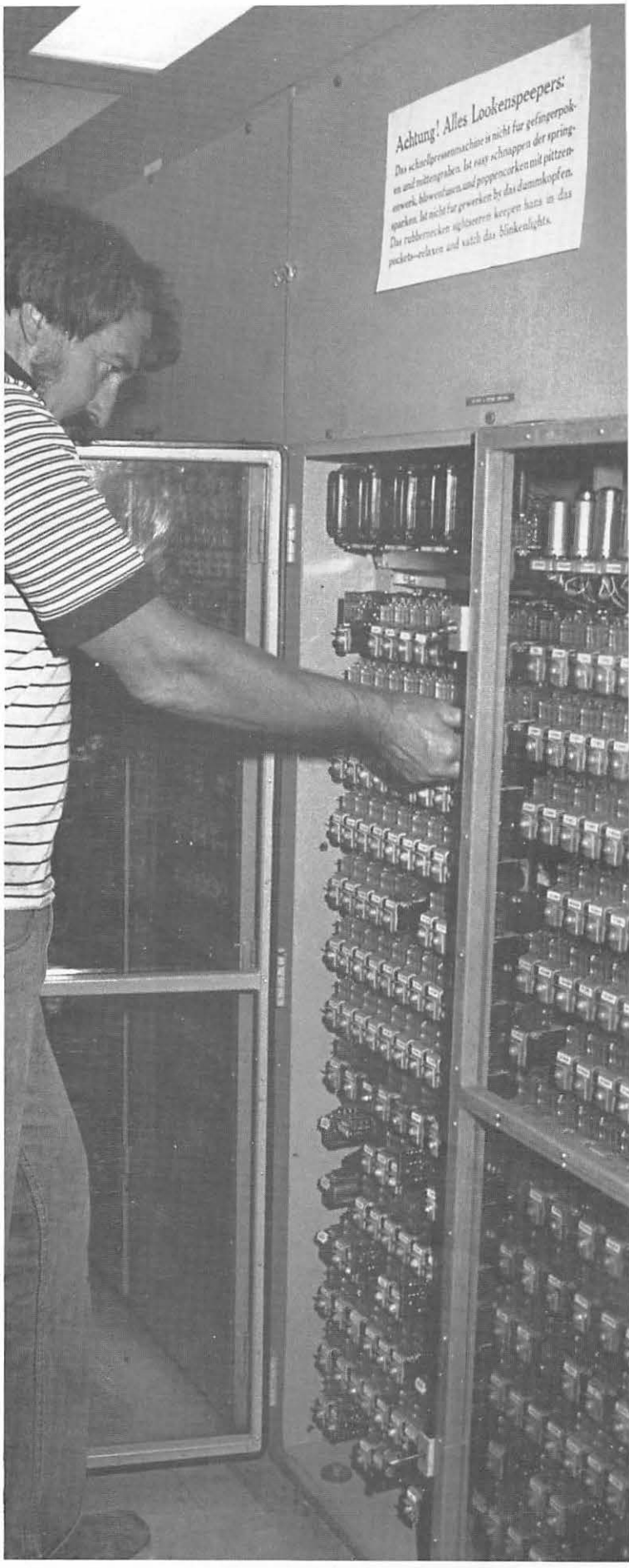
Camp cars

One railroad had parked a signal crew's camp cars on a yard track at a small yard. Unfortunately, switching operations and main line trains would not provide signalmen with a free, uninterrupted rest. The camp cars were approximately 20 feet from a main line track where trains would pass at about 45 mph. Also a whistle post nearby caused most trains to begin whistling for a nearby rail highway crossing.

This apparent violation of the Hours of Service Act as regarding sleeping quarters for signalmen was reported to the Federal Railroad Administration. They answered that it was a violation of Section 2 (a) (3) and Section 2 (a) (4) of the Hours of Service Act and that the camp cars were in an area where the signalmen would not receive free and uninterrupted rest. As a result of the FRA investigation the camp cars were taken out of service and no longer served as sleeping quarters for signalmen.

Describing the operation of the DA-10 switch machine is William L. Lefler; (right), signal maintainer at Santa Fe's eastbound hump at Argentine yard, Kansas City. Pointing to a specific section of the unit and asking for more details is James R. Riggs (left) senior vice general chairman, Santa Fe. Brother Riggs is also a signal maintainer at Joliet, IL for the SFe and local chairman of Carrollton Lodge 20.

Signalmen keep Santa Fe yard going great

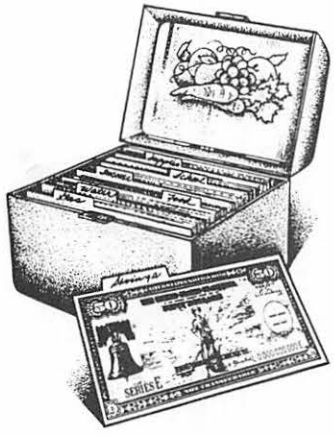


Checking on some of the relays at the Argentine eastbound hump yard control center is Brother Bill Henry, retarder yard specialist. The sign above the cabinet warns visitors to keep hands off the equipment. It says: "Achtung! Alles Lookenspeepers: Das schnellpressenmachine is nicht fur gefingerpoken und mittengrabben. Ist easy schnappen der springenwerk, blowenfusen, und poppencorken mit pittzensparken. Ist nicht fur gewerken by das dummkopfen. Das rubbernecken sightseeren keepen hans in das pockets — relaxen und vatch das blinkenlights."

Adjusting a high-frequency track circuit at the eastbound hump of Argentine yard is William L. Lefler, signal maintainer. This is one of two hump yards on the Santa Fe at Kansas City. Brother Lefler is a member of Midwest Lodge 33.

The eastbound hump at Argentine yard on the Santa Fe has two computers for control of the retarders and the switches in the class yard. The computers also maintain an inventory in the class yard.

Recipe for savings.



Take stock in America.
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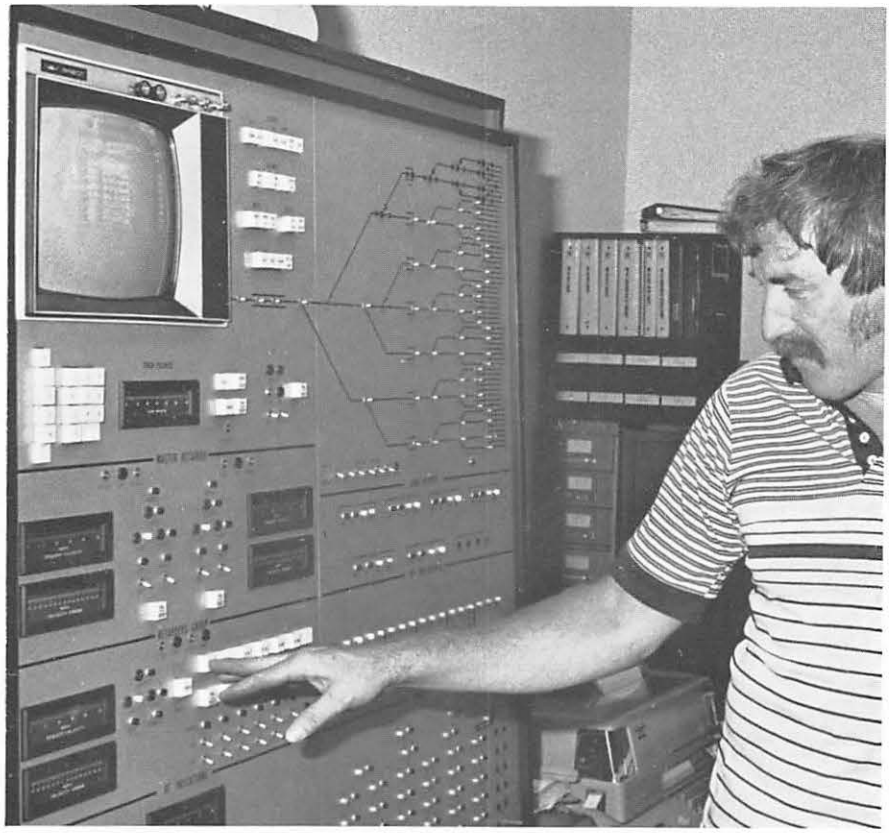
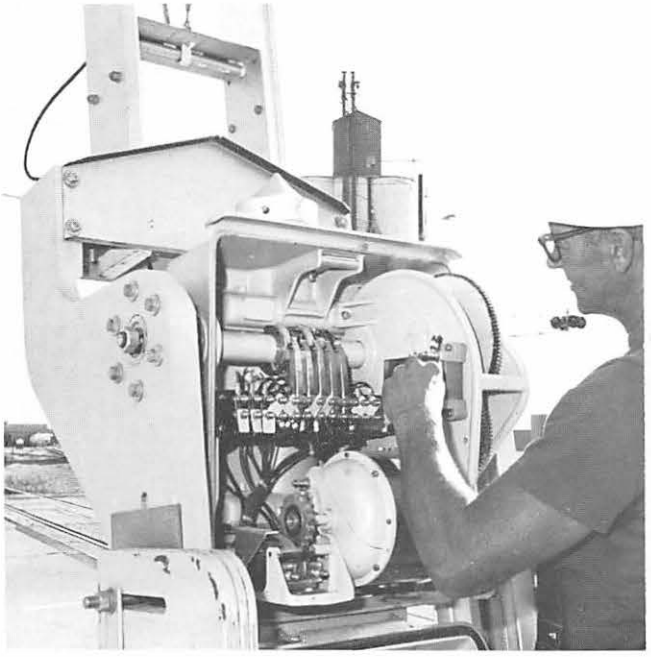


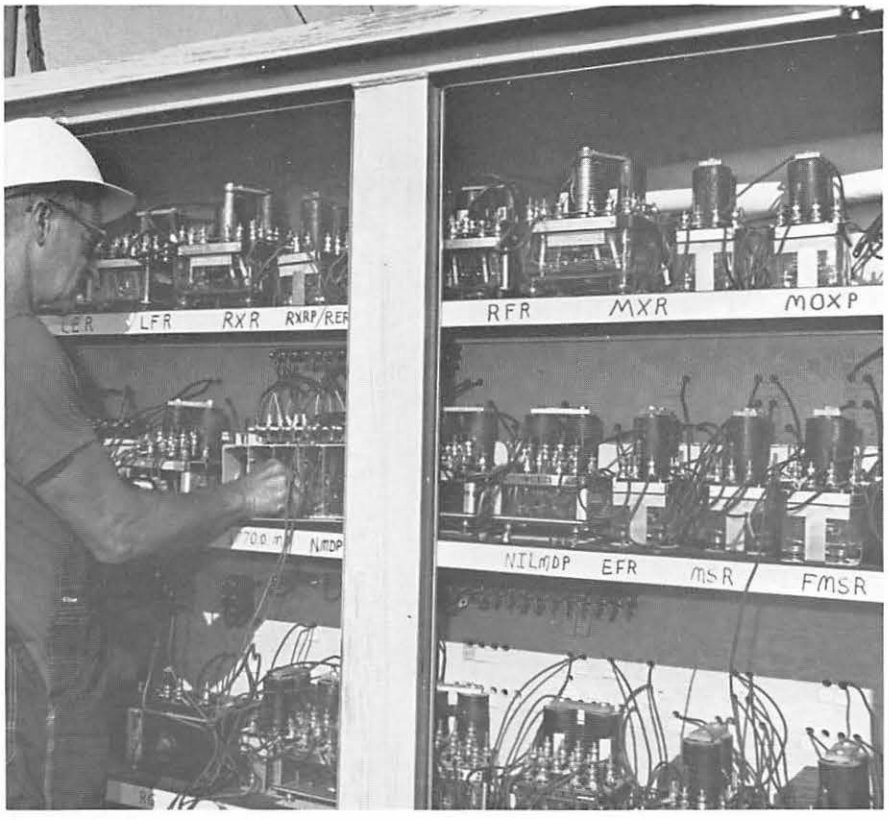
Santa Fe's Argentine retarder classification yard is computer controlled. William L. Henry, retarder yard specialist, makes some checks on the operations of the yard's dual-computers that provide for retarder control and automatic switching of cars into the eastbound class yard. Brother Henry is a member of Midwest Lodge 33.



Checking the Safetran gate mechanism at Topeka's 10th street crossing of the Santa Fe is J. B. Crain, signal maintainer.

Battery voltage readings is a never-ending check made by J. B. Crain, signal maintainer for the Santa Fe at Topeka, KS. He is shown here at the 4th street crossing.

Topeka maintainer



Checking voltages at the 10th street crossing in Topeka, KS is Santa Fe signal maintainer J. B. Crain, a member of Midwest Lodge 33.

Boost your savings.

Take stock in America.
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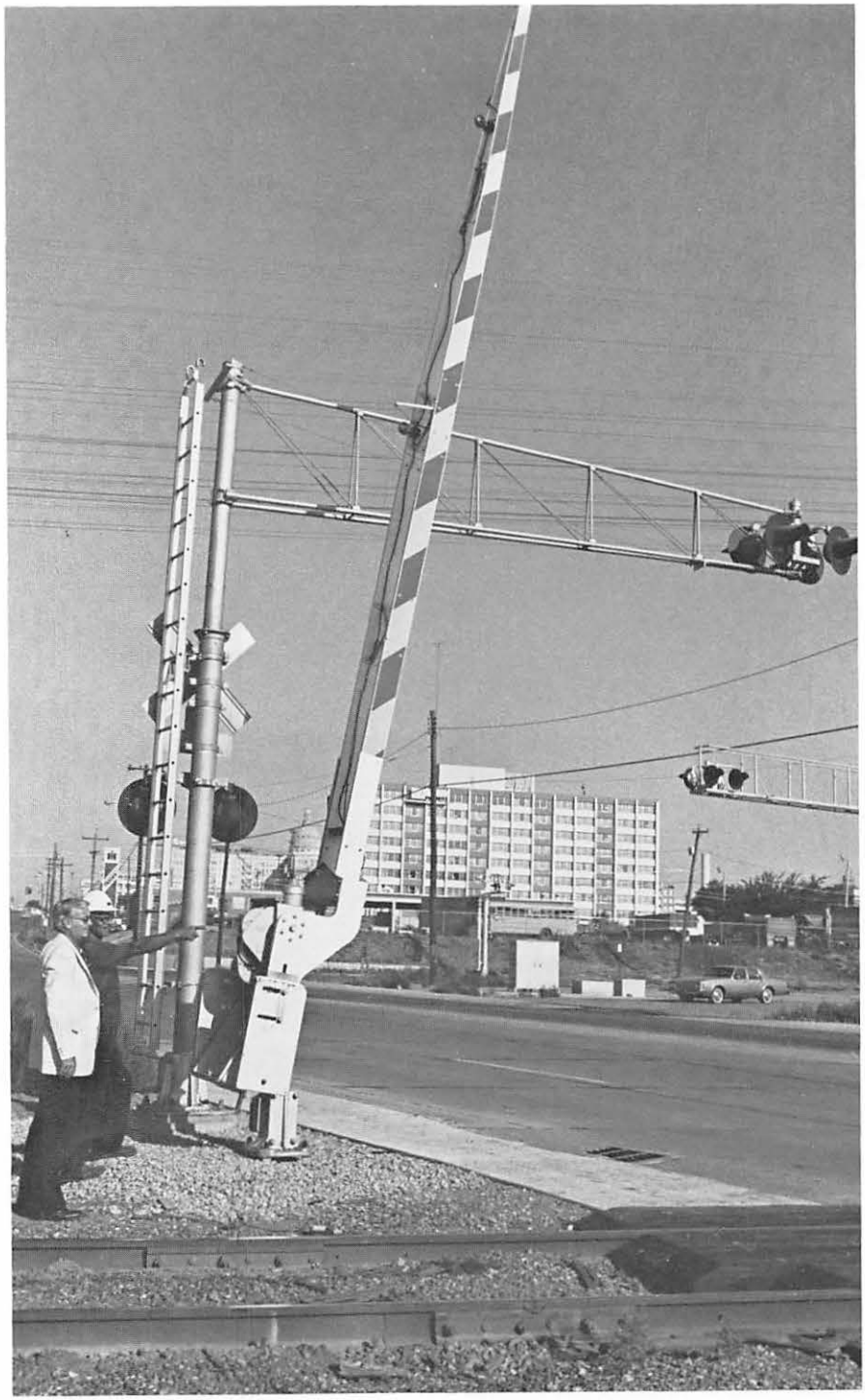

Pointing to the other side of the 10th street crossing in Topeka is J. B. Crain (right) signal maintainer, Santa Fe, as he describes the situation to James R. Riggs, senior vice general chairman, SFe.

Logical Deduction.

Are bills turning your life story into "The Case of the Disappearing Paycheck"? Does all your hard-earned money seem to vanish without a trace left to save?

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Important events in American labor history

1921 The Supreme Court held that nothing in the Clayton Act legalized secondary boycotts or protected unions against injunctions brought against them for conspiracy in restraint of trade. (*Duplex Printing Press* v. *Deering.)*

An act restricting the immigration of aliens into the United States and establishing the national origin quota system was approved.

The International Seamen's Union (AFL) and Marine Engineers Beneficial Association (AFL) lost a 52-day strike against wage reductions.

The President's Conference on Unemployment placed the main responsibility for unemployment relief upon local communities.

The Arizona law forbidding injunctions in labor disputes and permitting picketing was held unconstitutional under the 14th amendment. (*Truax* v. *Corrigan.)*

1922 The United Mine Workers was held not responsible for local strike action, and strike action was held not a conspiracy to restrain commerce within the Sherman Anti-Trust Act. Labor unions, however, were held suable for their acts. (*Coronado Coal Co.* v. *UMWA.)*

A 2½-month unsuccessful nationwide strike of railway shop workers against wage reductions began July 1.

1924 Samuel Gompers, president of the AFL, died on December 13.

1926 The Railway Labor Act required employers to bargain collectively and not discriminate against their employees for joining a union. The act also provided for the settlement of railway labor disputes through mediation, voluntary arbitration, and factfinding boards.

1927 The Longshoremen's and Harbor Workers' Compensation Act was enacted.

The Journeymen Stone Cutters' action in trying to prevent purchase of nonunion cut stone was held to be an illegal restraint of interstate commerce. (*Bedford Cut Stone Co.* v. *Journeymen Stone Cutters' Association, et al.)*

1929 The Hawes-Cooper Act governing the shipment of convict-made goods in interstate commerce was approved.

The Communist-inspired Trade Union Unity League was formed in September. It was dissolved in 1935.

1930 The Railway Labor Act's prohibition of employer interference or coercion in the choice of bargaining representatives was upheld by the Supreme Court. (*Texas & N.O.R. Co.* v. *Brotherhood of Railway Clerks.)*

1931 The Davis-Bacon Act provided for the payment of prevailing wage rates to laborers and mechanics employed by contractors and subcontractors on public construction.

1932 The Anti-Injunction (Norris-La Guardia) Act prohibited Federal injunctions in labor disputes, except as specified, and outlawed "yellow-dog" contracts.

Wisconsin adopted the first unemployment insurance act in the United States.

1933 Frances Perkins became Secretary of Labor, the first woman named to the Cabinet.

Section 7(a) of the National Industrial Recovery Act provided that every NRA code and agreement should guarantee the right of employees to organize and bargain collectively through their representatives without interference, restraint, or coercion by employers. (Title 1 of act declared unconstitutional in *Schecter* v. *U.S.* on May 27, 1935.)

The Wagner-Peyser Act created the United States Employment Service in the Department of Labor.

1934 The first National Labor Legislation Conference was called by the Secretary of Labor to obtain closer Federal-State cooperation in working out a sound national labor legislation program. Annual conferences were held until 1955.

The United States joined the International Labour Organization.

1935 The National Labor Relations (Wagner) Act established the first national labor policy of protecting the right of workers to organize and to elect their representatives for collective bargaining.

The Bituminous Coal Conservation (Guffey) Act was passed to stabilize the industry and to improve labor conditions. (Labor relations provisions declared unconstitutional on May 18, 1936.)

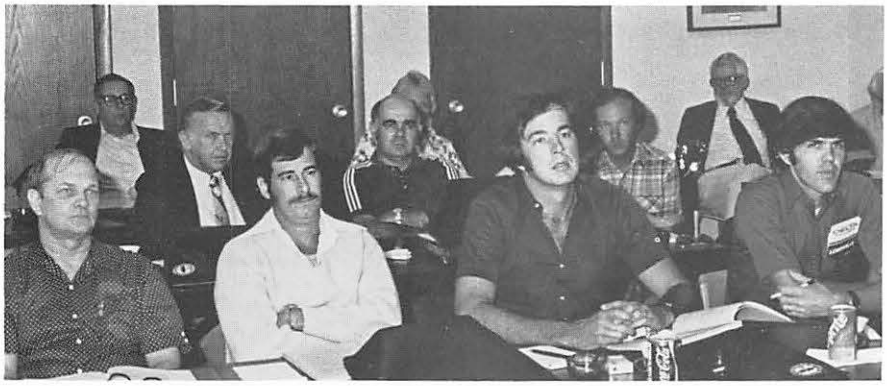
The Federal Social Security Act was approved August 14.

The Committee for Industrial Organization (later the Congress of Industrial Organizations) was formed on November 9 by several AFL international unions and officials to foster industrial unionsim.

1936 In the first large "sitdown" strike, the United Rubber Workers (CIO) won recognition at Goodyear Tire & Rubber Co.

The Anti-Strikebreaker (Byrnes) Act declared it unlawful "to transport or aid in transporting strikebreakers in interstate or foreign commerce."

The Public Contracts (Walsh-Healey) Act established labor standards on Government contract, including minimum wages, overtime compensation for hours in excess of 8 a day or 40 a week, child and convict labor provisions, and health and safety requirements.



Two-and-a-half day school at BofRS Grand Lodge headquarters covered indepth study of duties of local chairmen. Shown here (left to right) are: Harvey H. Parker, general chairman, C&O-GTW-IHB-C&WI; Theodore J. Daniels, C&O, local chairman, Gateway Lodge 135; Daniel A. Crum, C&O, local chairman, Evans Lodge 221; and Elton D. Johnson, SOU, local chairman, Miller-Griffith Lodge 49.

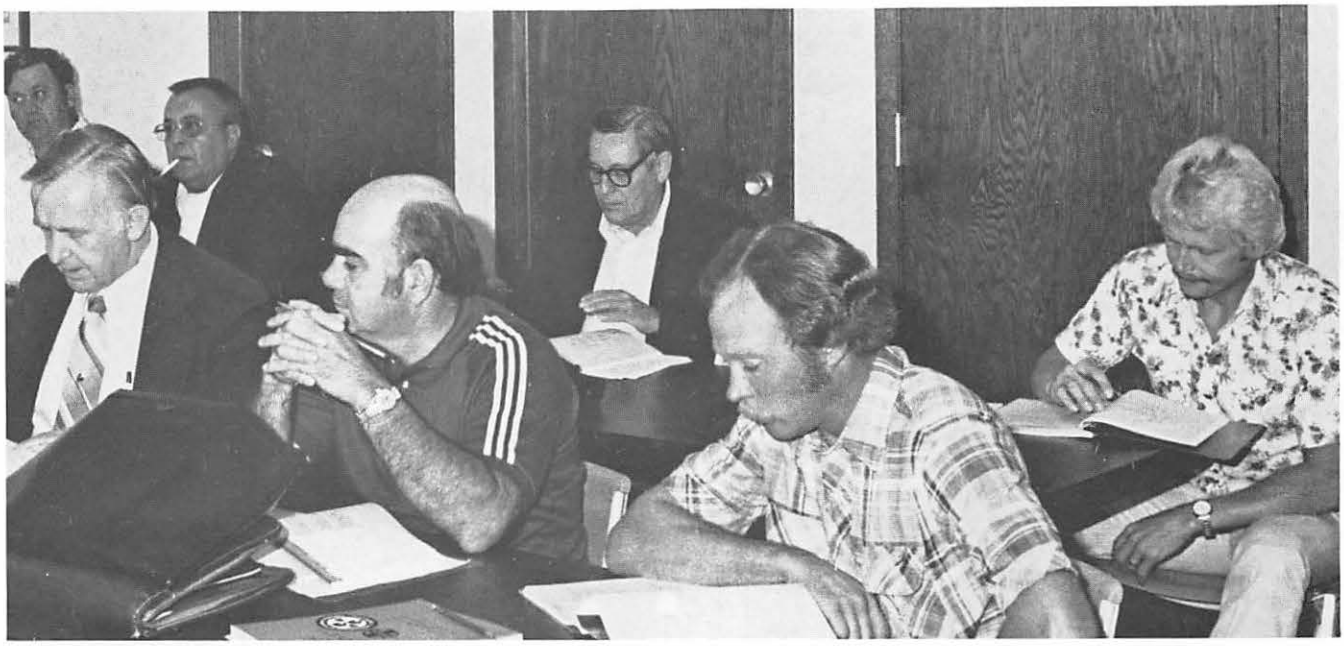
Claim and grievance handling was covered by M. B. "Pete" Frye, BofRS vice president at headquarters.

Students at the Grand Lodge school on claims, grievance handling and application of the Hours of Service Act to signalmen included (from left to right): Henry J. DePaepe, Jr., C&NW, local chairman, Local Lodge 130; D. D. Harris, CR, local chairman, Deposit Lodge 145; and M. D. Dake, general chairman, StL-SF.

BofRS holds school at headquarters

N&W signalmen attending the Grand Lodge school were V. Joseph Sartini (left) general chairman; and W. Daniel Pickett, local chairman, Goodwin Lodge 77.

Interested in the proceedings are James A. Kistler (left) assistant general chairman, ConRail; and Warren D. Mahaffey, CR, local chairman, Toledo Lodge 10.



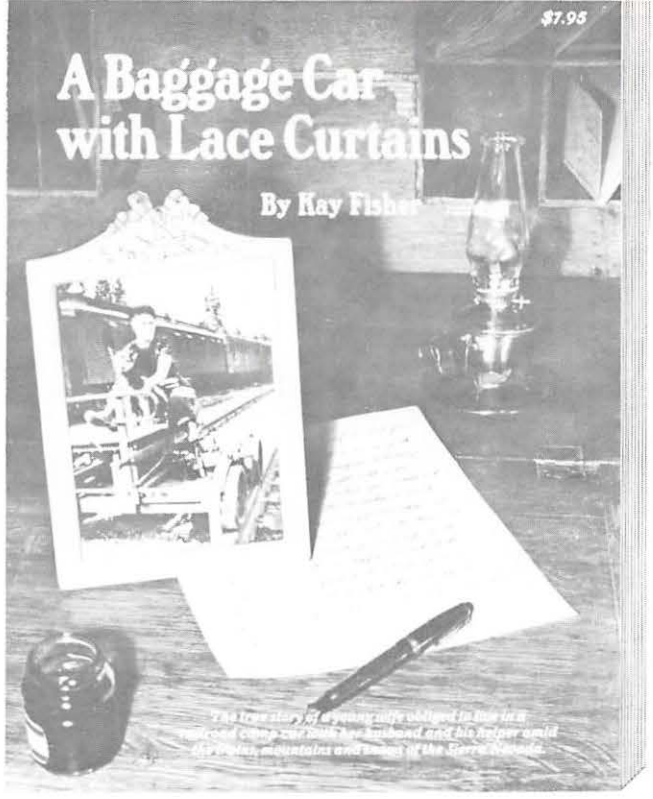
Also in attendance were the following (left to right, back row): Robert E. Lemmey, CR, local chairman, Rochester Lodge 93; Owen L. Harbour, CR, local chairman, Jesse Clark Lodge 41; George B. Kabroth, Amtrak, local chairman, Conestoga Lodge 106; and K. R. Zumwalt, MP, local chairman, Robertson Lodge 206. In the front row (left to right) are: Richard R. Van Vacter, general chairman, SFe-KCS-D&RGW; Leon R. Lopez, SFe, local chairman, Santa Fe Lodge 121; and J. B. Kendrick, SFe, local chairman, Rocky Mountain Lodge 161.

Looking at the TSJ camera rather than the instructor are (left to right): J. L. Kopp, CR, local chairman, Jackson City Lodge 28; Timothy M. McClure, CR, local chairman, Dayton Lodge 52; R. E. Welsh, CR, local chairman, Dayton Lodge 52; and Roy T. Tarvin, CR, local chairman, Local Lodge 52.

Impact of the Hours of Service Act and how it applies to signalmen was explained by W. W. "Walt" Lauer, BofRS director of research.

Handling of cases at the National Railroad Adjustment Board was described by Walter W. Altus, Jr., BofRS vice president who represents signalmen on the NRAB (left).

Camp car life as it was in the 1940's is told by Kay Fisher, wife of Bill Fisher, signalman on the Southern Pacific in the Sierra Nevada mountains in California.



Camp car living had its moments

Few of today's signalmen have had the experience of living in camp cars. There are some signal crews still living in camp cars, but as time goes on the Brotherhood of Railroad Signalmen has been able to negotiate agreements with railroads to retire the camp cars and put crews into hotels or motels. This was not always so, and a very interesting, delightful, humorous and serious book has been published concerning camp car life titled "A Baggage Car with Lace Curtains."

It is about life in the 1940's on the Southern Pacific. Bill Fisher took his young bride, Kay, up in the Sierra Nevada mountains in California on the SP mainline between Oakland, CA and Ogden, UT. They lived in a converted baggage car, No. 713, and had a boxcar, No. 787 for tools and supplies — in what might be called a "married pair." In rapid transit terminology, two cars that are permanently coupled are called a married pair.

Author Kay Fisher tells the story from the viewpoint of a young wife obliged to live with her husband in their baggage car and tool car parked on various spur tracks. Once the cars were parked inside the snowsheds at Norden. Another time the cars were parked next to cattle pens. When Kay decides that's too much, the yardmaster obligingly moves the cars next to the engine house. The goal of Kay and Bill Fisher was to have their own house, which they got when he was promoted to signal maintainer.

Although many chapter have humor in them, there's an abiding serious theme, namely that Kay and Bill Fisher will make their marriage work and be successful. There are times when she wanted to leave the railroad — and she says so — but she persevered to keep their marriage a warm, happy and successful one. Their two sons are in the SP signal department.

For railroaders and non-railroaders alike, this book is full of humorous incidents and serious anecdotes. Kay tells it like it was. She tells how she coped with train crews, telegraphers, track laborers, other wives living in camp cars, switch engines, oil lamps and an outdoor privy (affectionately called the dream house). Signalmen and their families will certainly enjoy this book. It's family reading at its best.

Price is $7.95. Order from **B&K Fisher, P.O. Box 714, Colfax, CA 95713.** (California residents must add 48 cents sales tax.)

Please send me _____ copies of **"A Baggage Car with Lace Curtains."** Enclosed is check or money order payable to B&K Fisher. Price is $7.95 per copy. CA residents add 48¢ per copy, tax. Send coupon and payment to **B&K Fisher, PO Box 714, Colfax, CA 95713.**

Name: _____

Address _____

City _____ State _____ Zip _____

Signal Training Bulletin

COMMITTEE G: Education & Training
Communication & Signal Division, AAR

A-7 Derail

Approved January 1974

Definition: A device designed to cause rolling equipment to leave the rails.

Symbol:

Shoe or Block

Split Point

Description: Derails are either right-handed or left-handed, depending on the direction in which it is desired to cause the rolling equipment to leave the track. Looking in the direction of movement of a car or engine to be derailed, a right-hand derail is installed on the right-hand running rail and derails to the right. A left-hand derail is installed on the left-hand running rail and derails to the left.

The siding or lift derail has a shoe or block approximately 30 inches long that rests on top of the rail when in the derailing position. When it is operated, the shoe or block lifts off the rail approximately one inch and slides sideways onto a cradle. Figure 1 shows a right-hand derail of this type in the derailing position.

Another type of derail is the split-point, which uses only one point of a switch. The point is installed in either running rail depending on the direction in which it is desired to derail the equipment. Figure 2 shows a right-hand derail of this type in the derailing position.

Purpose and Application: Derails are used wherever a track needs to be protected from unauthorized movements of cars or engines. Around shop areas they are used to protect workers from cars or engines accidentally rolling into work areas. In signal territory, derails are usually connected to a switch circuit controller.

General Information: To adjust the contacts in a switch circuit controller used with a shoe or block derail, raise the shoe or block ¾ in. above rail by means of operating lever and adjust contacts to operate circuits as required. Switch circuit controller contacts on a main line split-point derail should be adjusted to operate circuit as required with the switch point open ¼ in. or more. In sidings, spur tracks and locations other than the main line where switch circuit controllers are used with split-point derails, adjustment is made with the switch point open ⅜ in. or more.

It is most important that you become familiar with your company's instructions and requirements.

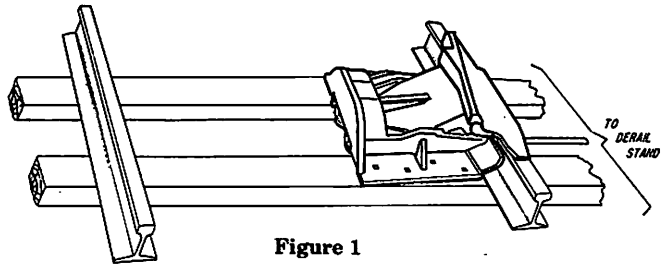


Figure 1

Detailed Operation: Derails may be operated by hand by means of a switch stand at the derail, or by a pipe connection to the main line switch stand or to a lever in a nearby control tower. Power switch machines may be used to operate derails either directly or by pipe connection.

The sliding or lift derail as shown in Figure 1 has a shoe or block approximately 30 in. long that rests on top of the rail when in the derailing position. The lead wheel of a car or engine rolls upon the shoe or block and as it continues to roll, the wheel is forced over the rail by a flange on the shoe. At the same time the wheel on the opposite end of the axle is pulled off its running rail, causing both wheels to drop onto the crossties.

With the split-point derail, Figure 2, the point is installed in either running rail, depending on the direction in which it is desired to derail cars or engines. When the point is open or in a derailing position, the car or engine wheel rolls through the open point until the wide gauge allows the wheels to drop onto the crossties. Sometimes two points are used the same as a regular switch. Cars or engines can then roll clear of the main running track before dropping off the rails.

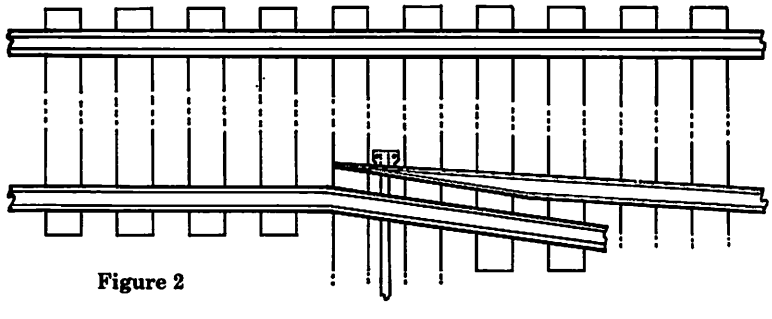


Figure 2

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Signal Training Bulletin

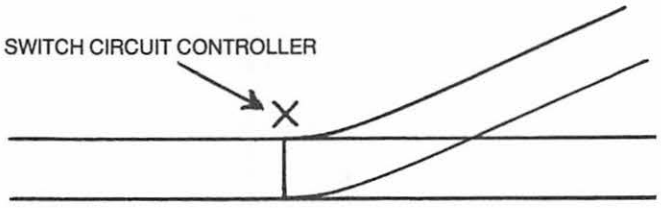
COMMITTEE G: Education & Training
Communication & Signal Division, AAR

A-3 Switch Circuit Controller

Approved June 1975

Definition: A device for opening and closing electric circuits, operated by a rod connected to a switch, derail, or movable point frog.

Symbol:



TRACK LAYOUT WITH SWITCH CIRCUIT CONTROLLER

Description: The switch circuit controller is a mechanism contained in a metal box usually mounted securely with bolts and/or lag screws on the track tie. It consists of a group of electrical contacts that are moved by a cam and rocker arm arrangement connected to a shaft that is turned by a rod attached to the switch point, derail or movable point frog, similar to that illustrated in Figures 1(a) and 1(b).

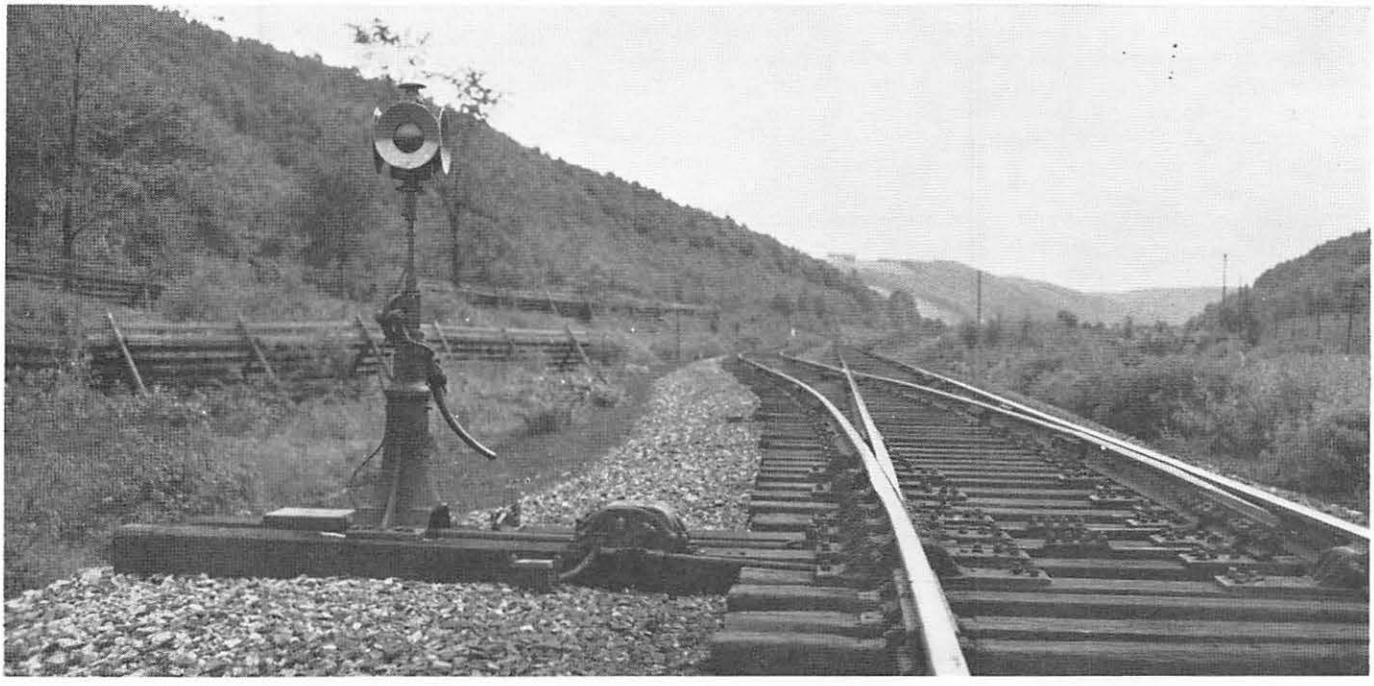
In the type illustrated, the cams are independently adjustable for the purpose of accurate contact positioning. When a switch point is moved, the cams of the switch circuit controller move the rocker arm and actuate the electrical contacts. The contacts open or close, depending on the adjustment of the cams. The adjustment is determined by the requirements of the particular circuit.

Purpose and Application: Over the years, many modifications have been made in the design and construction of switch circuit controllers. As a result of this, there are many different models currently in use on the various railroads. However, they all provide a means to insure that switches, derails and movable point frogs are in proper position before displaying signals permitting trains to proceed. This is accomplished by breaking the control circuits through a contact or contacts of the switch circuit controller. The cams in the switch circuit controller are adjusted so that circuits are opened or closed, as required, for various positions of the switch, derail, or movable point frog.

Signal Department personnel are responsible for the installation, adjustment and maintenance of the switch circuit controller and connections. A switch circuit controller is shown in Figures 1(a) and 2 attached to the switch point.

General Information: It is most important that you become familiar with your company's instructions and requirements.

Detailed Operation: Reference should be made to manufacturer's brochures and catalog for information concerning operation of particular switch circuit controller.



Switch layout with switch circuit controller

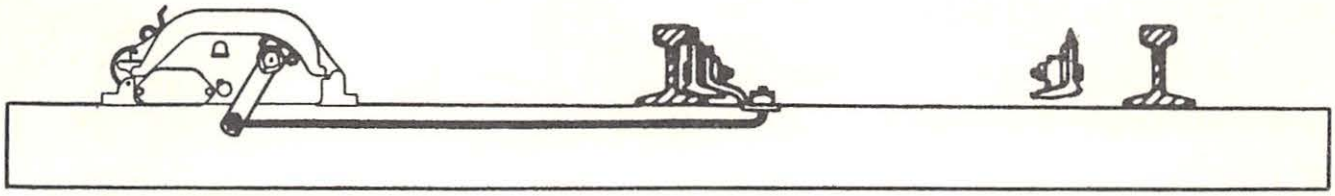


Figure 1 (a)

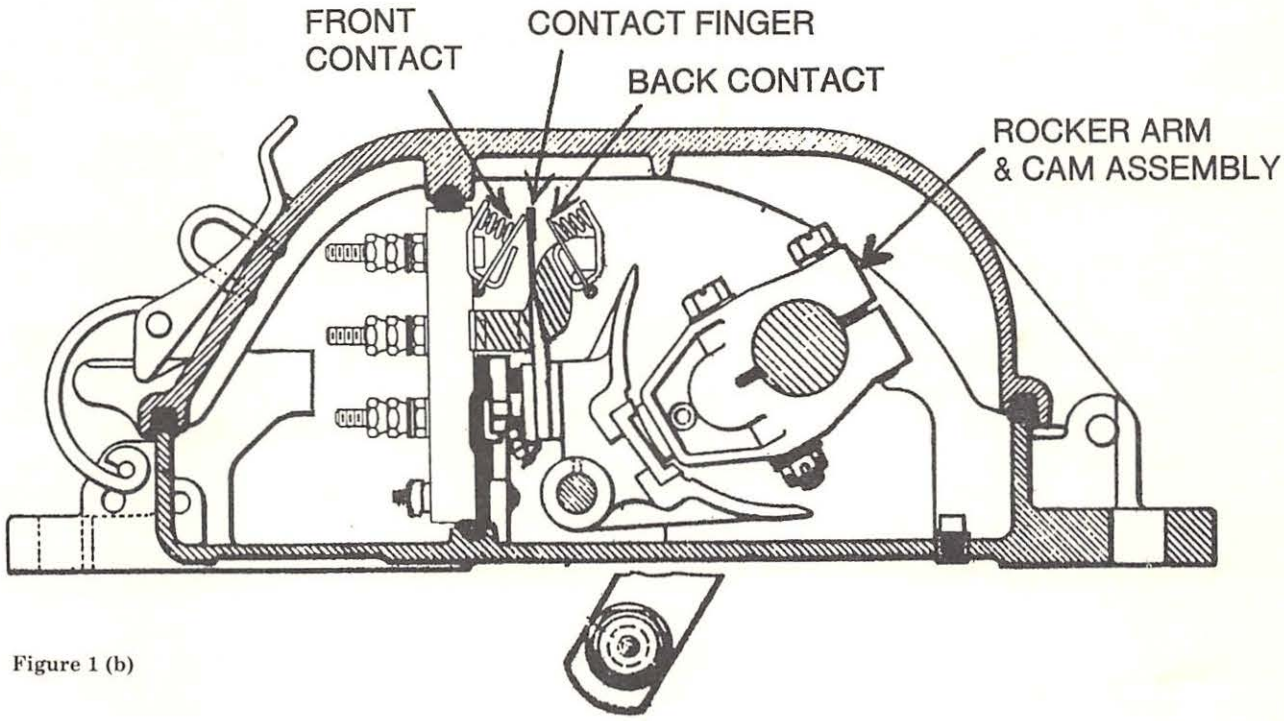


Figure 1 (b)

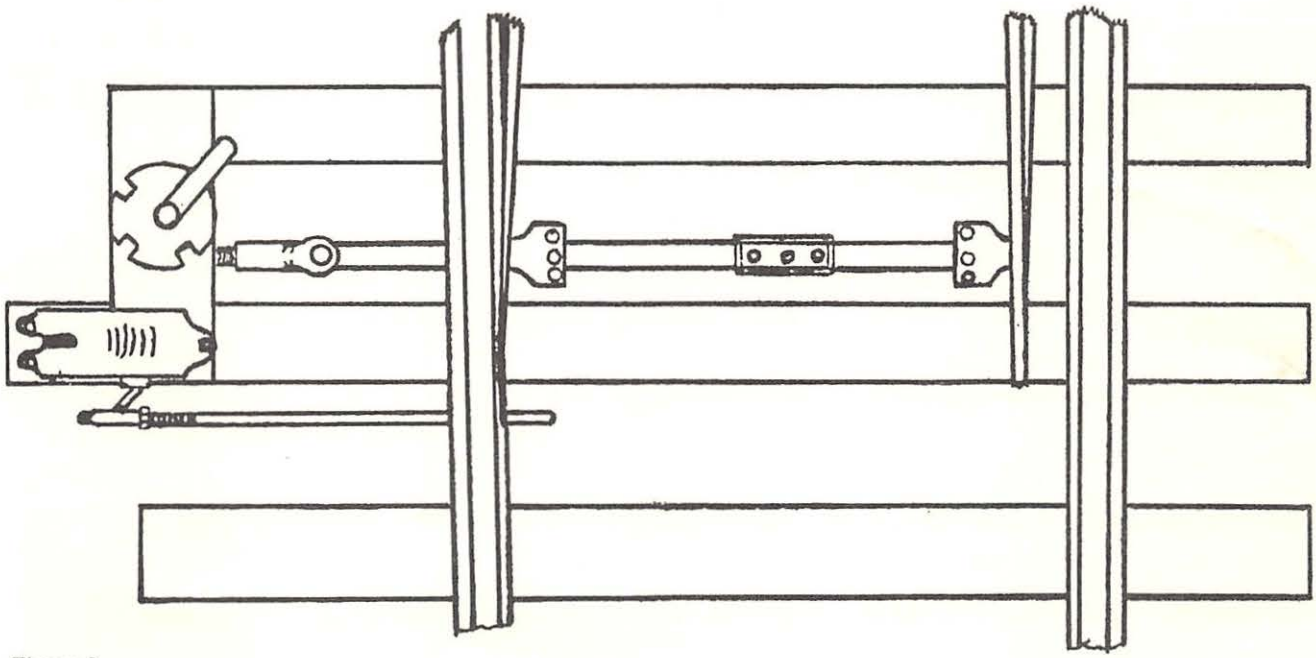


Figure 2

Notes:

Bates' Commentary

Now that the Republican and Democratic party conventions are over and the campaigns begin in earnest, we will be making evaluations of the candidates for the various offices in preparation for the November election.

I have heard people say that they do not vote because their vote won't make any difference. Others say they do not vote because one candidate is as inept as another and it makes little difference who is elected.

The right to cast a ballot in all elections and participate in the selection of those who govern our cities, counties, states and country, is a right, privilege and duty which each of us should cherish and never fail to exercise. I for one believe in our form of government, and that the vast majority of those who have chosen to participate in the governing process are sincere, hard working and honest people. I believe in this strongly enough to never have missed an election and an opportunity to express my view.

I further believe that a vast majority of our members share my concern and do participate in the election process.

In an effort to further our knowledge in the wishes of our members, we will soon mail a ballot to all of our members in the United States. We hope you will mark the ballot and return it to us.

The Brotherhood of Railroad Signalmen has never taken such a poll in the past, but with our present computer capability, we should be able to compile data from the mini election which can be used as a guide to better represent our members.

We intend to periodically make surveys to our members on matters of importance to our function in providing the best representation possible. The response we receive to the surveys will indicate your interest and we hope everyone will participate.

Tom Bates

RLEA reveals Congressional voting records for 1979-1980

To find out how your Congressmen and Senators voted to support labor legislation, the Railway Labor Executives' Association compiled a list of voting records on 10 key bills in the House of Representatives and the Senate. The record covers the first and second sessions of the 96th Congress up to August 1, 1980.

A WORD OF CAUTION

A voting record is a useful tool designed to apprise voters about the performance of their representatives. It does not and cannot present a complete picture of a Congressman or Senator. A high percentage in both cumulative and current tabulations does not necessarily indicate that a representative should be endorsed by railway labor. Conversely, a low percentage does not automatically preclude an endorsement. We are not saying that a voting record should not be used when the question of endorsement is pending. What we are saying is that other factors must also be considered and may at times outweigh the raw percentages. Among these factors are:

a) the manner in which a legislator votes in committee,

b) the amount of effort he expends on behalf of pro railway labor legislation and against anti railway labor legislation in committee,

c) the amount of influence he possesses and exerts in railway labor's behalf among other legislators,

d) the amount of influence he possesses and exerts in railway labor's behalf among governmental agencies.

Only after considering all these factors should an endorsement be made.

During the 96th Congress many changes took place in District Representation. At the time that this Voting Record was researched, several members of Congress that had served during the first session of Congress were no longer in office. This Voting Record reflects the votes of the Representatives in Congress as of August 1, 1980, which was our cut-off date. Among those Representatives who served during the first session but were not included in this voting record are: Congressman Mikva from Illinois' 10th district; Congressman Treen from Louisiana's 3rd district; Congressman Flood from Pennsylvania's 11th district; Congressman Slack from West Virginia's 3rd district; and Congressman Diggs from Michigan's 13th district.

UNITED STATES SENATE: KEY VOTES

1. AMTRAK REORGANIZATION. Melcher (D-Mont.) amendment to put a one-year moratorium on any cuts in Amtrak passenger routes. Rejected 35-65: R 15-26; D 20-39 August 1, 1979.
RLEA Supported the Melcher amendment. YEA-Right; NAY-Wrong.

2. AMTRAK REORGANIZATION. Leahy, (D-Vt.) substitute amendment to authorize for Amtrak $1.1 billion in fiscal 1980 and $945 million for fiscal 1981 and set formulas for saving some trains scheduled for elimination. Passed 89-11: R 33-8; D 56-3 August 1, 1980.
RLEA Supported the Leahy substitute amendment. YEA-Right; NAY-Wrong.

3. WINDFALL PROFITS TAX. Long (D-La) motion to table (kill) the McGovern (D-S.D.) amendment to reserve $10 billion in windfall profits tax revenues for railroad system improvements. Motion agreed to 54-41: R 20-17; D 34-24, November 27, 1979.
RLEA Opposed the Long motion. NAY-Right; YEA-Wrong.

4. ENERGY MOBILIZATION BOARD — FAST TRACK. Passage of the bill to set up a special board to cut red tape for priority energy projects. Passed 68-25: R 21-15; D 47-10, October 4, 1979.
RLEA Opposed the passage of this bill. NAY-Right; YEA-Wrong.

5. TRANSPORTATION APPROPRIATIONS FOR FISCAL YEAR 1980. Passage of the bill to appropriate $9,678,446,939 for fiscal 1980 operations of the Transportation Department and related agencies, including funds to continue some Amtrak passenger trains scheduled for elimination, Conrail Title V funding and Northeast Corridor Improvement program. Passed 71-26: R 23-16; D 48-10, November 1, 1979.
RLEA Supported passage of this bill. YEA-Right; NAY-Wrong.

6. TRANSPORTATION APPROPRIATIONS FOR FY 80 — CONFERENCE REPORT. Adoption of the conference report on the bill to appropriate $9,561,312,439 in fiscal 1980 for the Transportation Department and related agencies. Adopted 67-20: R

23-12; D 44-8 on November 19, 1979.
RLEA Supported the adoption of this bill.
YEA-Right; NAY-Wrong.

7. RAILROAD DEREGULATION. Cannon (D-Nev.) amendment to allow a railroad to add a surcharge on a joint rate and retain the revenue. Adopted 52-44: R 12-28; D 40-16 on April 1, 1980.
RLEA Supported the Cannon amendment.
YEA-Right; NAY-Wrong.

8. RAILROAD DEREGULATION. Cochran (R-Miss.) amendment to maintain the existing law's time provisions for railroad abandonment proceedings. Rejected 37-59: R 18-23 D 19-36 on April 1, 1980.
RLEA Opposed the Cochran amendment.
NAY-Right; YEA-Wrong.

9. FISCAL 1981 BUDGET TARGETS. Hollings, (D-S.C.) motion to approve the revised conference version of the resolution revising binding fiscal 1980 budget totals and setting fiscal 1981 budget targets as follows: for fiscal 1980-$658.9 billion in budget authority, $572.7 billion in outlays, $525.7 billion in revenues and a $47 billion deficit; for fiscal 1981-$697.2 billion in budget authority, $613.6 billion in outlays, $613.8 billion in revenues and a surplus of $200 million. Motion agreed to 61-26: R 17-21; D 44-5 on June 12, 1980.
RLEA Supported the Hollings motion.
YEA-Right; NAY-Wrong.

10. FISCAL 1980 SUPPLEMENTAL APPROPRIATIONS. Adoption of the conference report on the bill to provide net new budget authority of $16.6 billion, including $19.9 billion in appropriations and $3.3 billion in rescissions of previously appropriated funds. Adopted 37-19: R 12-14; D 25-5 on July 2, 1980.
RLEA Supported the adoption of this bill.
YEA-Right; NAY-Wrong.

R in favor of RLEA Position
W against RLEA Position
— Absent or Not Voting

SENATE

State	Party	1	2	3	4	5	6	7	8	9	10	Total This Cong. R	Total This Cong. W	Cumulative R	Cumulative W	% Right This Cong.	% Right Cumulative
ALABAMA																	
Heflin	D	W	R	W	W	W	W	R	W	R	W	3	7	3	7	30	30
Stewart	D	W	R	W	W	R	W	R	W	R	–	4	5	4	5	44	44
ALASKA																	
Gravel	D	R	R	W	R	R	–	–	–	–	R	5	1	45	7	83	87
Stevens	R	R	R	W	–	R	R	W	R	–	–	5	2	40	15	71	73
ARIZONA																	
DeConcini	D	R	R	W	W	R	R	R	W	W	–	5	4	9	8	56	53
Goldwater	R	R	W	–	W	W	R	W	W	W	–	2	6	9	44	25	17
ARKANSAS																	
Bumpers	D	R	R	R	W	R	R	R	W	R	–	7	2	18	8	78	69
Pryor	D	R	R	W	W	R	R	R	W	R	–	6	3	6	3	67	67
CALIFORNIA																	
Cranston	D	R	R	W	W	R	R	R	R	–	–	6	2	59	6	75	91
Hayakawa	R	W	R	R	–	–	R	–	R	R	W	5	2	6	11	71	35
COLORADO																	
Hart	D	W	R	R	R	W	R	W	R	R	W	6	4	18	10	60	64
Armstrong	R	W	W	–	R	W	W	W	R	W	W	2	7	2	7	22	22
CONNECTICUT																	
Ribicoff	D	W	R	W	R	R	–	R	R	R	–	6	2	118	11	75	91
Weicker	R	W	R	R	R	R	R	R	W	R	–	7	2	46	17	78	73

R in favor of RLEA Position
W against RLEA Position
— Absent or Not Voting

SENATE

State	Party	1	2	3	4	5	6	7	8	9	10	Total This Cong. R	Total This Cong. W	Cumulative R	Cumulative W	% Right This Cong.	% Right Cumulative
DELAWARE																	
Biden	D	W	R	W	-	W	W	R	R	-	R	4	4	27	9	50	75
Roth	R	W	R	W	R	W	W	W	R	W	W	3	7	30	53	30	36
FLORIDA																	
Chiles	D	W	R	W	W	W	-	W	W	R	-	2	6	26	23	25	53
Stone	D	R	R	R	W	R	R	W	W	R	R	7	3	17	12	70	59
GEORGIA																	
Nunn	D	W	R	W	W	W	W	R	R	R	-	4	5	16	22	44	42
Talmadge	D	W	R	W	W	R	R	W	R	-	-	4	4	66	68	50	49
HAWAII																	
Inouye	D	R	R	W	W	R	R	R	R	R	R	8	2	110	8	80	93
Matsunaga	D	W	R	W	W	R	-	R	R	R	R	6	3	15	4	67	79
IDAHO																	
Church	D	R	R	R	W	R	R	-	-	-	R	6	1	104	17	86	86
McClure	R	W	R	W	W	R	R	W	R	W	-	4	5	20	54	44	27
ILLINOIS																	
Stevenson	D	W	R	W	W	R	R	R	R	W	-	5	4	38	11	56	78
Percy	R	W	R	R	W	W	-	R	R	W	W	4	5	43	26	44	62
INDIANA																	
Bayh	D	W	R	R	W	R	R	R	R	R	-	7	2	90	8	78	92
Lugar	R	W	R	W	R	R	R	W	R	W	R	6	4	7	13	60	35
IOWA																	
Culver	D	W	R	R	-	R	-	W	W	R	-	4	3	89	9	57	91
Jepsen	R	R	W	-	-	R	-	W	R	W	W	3	4	3	4	43	43
KANSAS																	
Dole	R	R	R	R	R	R	R	W	W	R	R	8	2	38	92	80	29
Kassebaum	R	R	W	W	R	W	R	W	R	R	R	6	4	6	4	60	60
KENTUCKY																	
Ford	D	W	R	W	W	R	R	R	R	R	R	7	3	24	5	70	83
Huddleston	D	W	R	W	W	R	R	R	R	R	-	6	3	33	6	67	85
LOUISIANA																	
Johnston	D	W	W	W	W	R	R	R	W	R	-	4	5	20	12	44	63
Long	D	W	R	W	W	R	R	R	R	-	-	5	3	125	49	63	72
MAINE																	
Muskie	D	W	W	W	R	W	W	R	W	-	-	2	6	101	16	25	86
Cohen	R	W	R	R	R	W	W	R	W	R	-	5	4	5	4	56	56
MARYLAND																	
Sarbanes	D	W	R	R	W	R	R	R	W	R	-	6	3	16	4	67	80
Mathias	R	W	R	R	W	R	R	R	W	R	R	7	3	98	23	70	81

R in favor of RLEA Position
W against RLEA Position
— Absent or Not Voting

SENATE

State	Party	1	2	3	4	5	6	7	8	9	10	Total This Cong. R	Total This Cong. W	Cumulative R	Cumulative W	% Right This Cong.	% Right Cumulative
MASSACHUSETTS																	
Kennedy	D	W	R	R	W	R	-	-	-	-	-	3	2	91	5	60	95
Tsongas	D	W	R	R	W	R	R	R	W	R	-	6	3	6	3	67	67
MICHIGAN																	
Levin	D	W	R	R	W	R	R	R	R	R	R	8	2	8	2	80	80
Riegle	D	W	R	R	W	R.	R	R	R	R	R	8	2	17	3	80	85
MINNESOTA																	
Boschwitz	R	R	R	W	W	R	R	W	W	W	W	4	6	4	6	40	40
Durenberger	R	R	R	R	R	R	R	R	W	W	W	7	3	7	3	70	70
MISSISSIPPI																	
Stennis	D	W	R	W	W	W	-	R	W	R	-	3	5	59	126	38	32
Cochran	R	W	R	-	W	R	R	R	W	W	R	5	4	5	4	56	56
MISSOURI																	
Eagleton	D	W	R	W	W	R	R	R	R	-	R	6	3	50	10	67	83
Danforth	R	W	R	W	W	R	R	W	R	R	R	6	4	9	10	60	47
MONTANA																	
Baucus	D	R	R	R	R	R	R	W	R	R	R	9	1	9	1	90	90
Melcher	D	R	R	R	W	R	R	W	W	R	R	7	3	17	3	70	85
NEBRASKA																	
Exon	D	W	R	W	W	W	R	R	R	R	-	5	4	5	4	56	56
Zorinsky	D	W	R	R	W	R	R	R	W	W	-	5	4	8	11	56	42
NEVADA																	
Cannon	D	W	R	W	W	-	R	R	R	R	R	6	3	100	22	67	82
Laxalt	R	W	R	W	-	W	W	R	W	W	-	2	6	6	21	25	22
NEW HAMPSHIRE																	
Durkin	D	R	R	R	W	R	R	W	W	R	R	7	3	19	5	70	79
Humphrey	R	W	W	R	R	W	W	W	R	W	W	3	7	3	7	30	30
NEW JERSEY																	
Bradley	D	R	R	W	W	R	R	W	R	R	R	7	3	7	3	70	70
Williams	D	R	R	W	W	R	R	W	R	R	R	7	3	147	7	70	95
NEW MEXICO																	
Domenici	R	R	R	W	W	R	-	W	R	R	W	5	4	16	23	56	41
Schmitt	R	R	R	W	R	R	R	W	R	R	-	7	2	9	9	78	50
NEW YORK																	
Moynihan	D	R	R	W	W	R	R	R	R	R	-	7	2	15	3	78	83
Javits	R	W	R	R	W	R	R	R	W	R	R	7	3	124	24	70	84
NORTH CAROLINA																	
Morgan	D	R	R	R	W	R	W	R	-	R	R	7	2	11	12	78	34
Helms	R	W	R	W	R	W	W	W	W	W	-	2	7	2	36	22	5

R in favor of RLEA Position
W against RLEA Position
— Absent or Not Voting

SENATE

State	Party	1	2	3	4	5	6	7	8	9	10	Total This Cong. R	Total This Cong. W	Cumulative R	Cumulative W	% Right This Cong.	% Right Cumulative
NORTH DAKOTA																	
Burdick	D	R	R	R	R	R	R	W	W	R	-	7	2	126	8	78	94
Young	R	R	R	R	W	R	R	W	W	R	R	7	3	75	114	70	40
OHIO																	
Glenn	D	W	R	W	R	R	R	R	R	R	W	7	3	24	6	70	80
Metzenbaum	D	W	R	W	W	R	R	R	R	R	R	7	3	16	4	70	80
OKLAHOMA																	
Boren	D	R	R	W	W	R	R	R	R	R	W	7	3	7	3	70	70
Bellmon	R	W	W	W	W	W	-	W	R	R	-	2	6	17	43	22	28
OREGON																	
Hatfield	R	R	R	W	W	-	-	R	R	W	-	4	3	42	25	57	63
Packwood	R	R	R	W	R	R	R	W	R	-	-	6	2	30	27	75	53
PENNSYLVANIA																	
Heinz	R	W	R	R	W	R	R	W	W	W	-	4	5	11	8	44	58
Schweiker	R	W	R	R	W	R	R	W	W	W	R	5	5	102	29	50	78
RHODE ISLAND																	
Pell	D	W	R	R	W	R	R	R	R	-	R	7	2	111	7	78	94
Chafee	R	W	R	R	W	R	R	R	R	R	R	8	2	13	6	80	68
SOUTH CAROLINA																	
Hollings	D	W	R	W	W	R	R	R	R	R	R	7	3	52	26	70	67
Thurmond	R	W	R	W	W	W	W	R	W	R	W	3	7	22	131	30	14
SOUTH DAKOTA																	
McGovern	D	R	R	R	R	R	R	W	W	R	R	8	2	128	8	80	94
Pressler	R	R	R	R	R	W	W	W	W	-	W	4	5	4	5	44	44
TENNESSEE																	
Sasser	D	R	R	W	W	R	R	R	W	R	R	7	3	12	7	70	63
Baker	R	R	R	R	-	R	-	W	R	R	R	7	1	32	38	88	46
TEXAS																	
Bentsen	D	W	R	W	W	R	R	R	R	R	-	6	3	34	12	67	74
Tower	R	R	R	W	W	R	R	W	W	R	-	5	4	24	79	56	23
UTAH																	
Garn	R	W	R	W	R	W	W	W	R	W	W	3	7	4	25	30	14
Hatch	R	W	R	R	R	W	W	R	R	W	W	5	5	5	15	50	25
VERMONT																	
Leahy	D	W	R	R	W	R	R	W	R	R	-	6	3	24	4	67	86
Stafford	R	W	R	R	W	R	R	W	R	R	-	6	3	85	32	67	73
VIRGINIA																	
Byrd	D	W	R	-	W	W	W	W	R	W	-	2	6	15	62	25	19
Warner	R	W	R	W	W	R	R	W	R	W	R	5	5	5	5	50	50

R in favor of RLEA Position
W against RLEA Position
— Absent or Not Voting

SENATE

State	Party	1	2	3	4	5	6	7	8	9	10	Total This Cong. R	Total This Cong. W	Cumulative R	Cumulative W	% Right This Cong.	% Right Cumulative
WASHINGTON																	
Jackson	D	R	R	R	W	R	R	R	R	R	-	8	1	200	6	89	97
Magnuson	D	R	R	W	W	R	R	R	R	-	R	7	2	178	14	78	93
WEST VIRGINIA																	
Byrd	D	W	R	R	W	R.	R	R	R	R	R	8	2	135	34	80	80
Randolph	D	W	R	R	W	R	R	R	R	R	-	7	2	118	14	78	89
WISCONSIN																	
Nelson	D	R	R	R	R	R	R	W	R	R	-	8	1	111	4	89	96
Proxmire	D	W	W	W	R	W	W	W	R	W	W	2	8	114	31	20	79
WYOMING																	
Simpson	R	W	W	W	W	W	W	W	W	W	W	0	10	0	10	0	0
Wallop	R	W	W	W	W	W	W	W	R	W	-	1	8	3	16	11	16

U.S. HOUSE OF REPRESENTATIVES: KEY VOTES

1. WINDFALL PROFITS TAX. Jones, (D-Okla.) substitute amendment to provide a tax rate of 60 percent, discontinuation of the windfall tax at the end of 1990 and other changes. Adopted 236-183: R 146-10; D 90-173, June 29, 1979. **The RLEA supported the adoption of this amendment.** YEA-Right; NAY-Wrong.

2. AMTRAK REORGANIZATION. Gore (D-Tenn.), Fowler (D-Ga.) amendment, to the Eckhardt, (D-Tex.) amendment, to provide for a one-year moratorium on any Amtrak route cuts. Rejected 197-214: R 64-90; D 133-124; July 24, 1979. **The RLEA supported adoption of this amendment.** YEA-Right; NAY-Wrong.

3. MILWAUKEE RAILROAD. Adoption of the rule (H.Res. 439) providing for House floor consideration of the resolution to keep the Chicago, Milwaukee, St. Paul and Pacific Railroad's western lines in service for a limited time and give shippers and employees a chance to prepare a plan to take over the railroad. Adopted 373-33: R 123-25; D 250-8, October 30, 1979. **The RLEA supported adoption of this resolution.** YEA-Right; NAY-Wrong.

4. AMTRAK REORGANIZATION. Vote on final passage of H.R. 3996 as amended, which authorizes $1,115,000,000 for FY 1980; $840.5 million for FY 1981; and $958.5 million for FY 1982; and also sets formulas for retaining some trains scheduled for elimination under the Carter Administration's plan. The bill was passed 397-18 on July 25, 1979. R 137-15; D 260-3. **The RLEA supported this legislation.** YEA-Right; NAY-Wrong.

5. TRANSPORTATION APPROPRIATIONS, FISCAL YEAR 1980. Vote on final passage on H.R. 4440, to appropriate $9,841,015,782 for fiscal 1980 programs of the Department of Transportation. It included funds to continue some Amtrak passenger trains, Conrail Title V funding and the Northeast Corridor Improvement program. The bill passed 335-71 on September 18, 1979. R 100-49; D 235-22. **The RLEA supported passage of this bill.** YEA-Right; NAY-Wrong.

6. TAXATION OF EMPLOYE FRINGE BENEFITS. Rostenkowski (D-Ill.) motion to suspend the rules and pass the bill to prohibit the Treasury Department from issuing final regulations on taxation of fringe benefits until June 1, 1981, subsequently changed by the U.S. Senate to May 31, 1981. The Rostenkowski motion passed 347-14 on October 9, 1979. R 121-0; D 226-14. **The RLEA supported the Rostenkowski motion.** YEA-Right; NAY-Wrong.

7. ENERGY MOBILIZATION BOARD. H.R. 4985 is a bill to set up a special board to cut red tape for priority energy projects. It would provide the President with powers to totally disregard existing federal and state laws and regulations which protect our environment. It would also be a backdoor approach to construct coal slurry pipelines. The bill passed 299-107 on November 1, 1979. R 107-43; D 192-64. **The RLEA opposed this legislation.** NAY-Right; YEA-Wrong.

8. RAIL DEREGULATION. Eckhardt (D-Tex.) Rahall (D-W.Va.) amendment to provide Interstate Commerce Commission jurisdiction for three years over rail rates that resulted in revenues of more than 160 percent of non-fixed transportation costs. Adopted 204-197: R 56-90; D 148-107. **The RLEA opposed this amendment.** NAY-Right; YEA-Wrong. July 24, 1980.

9. FISCAL 1980 SUPPLEMENTAL APPROPRIATIONS. Passage of the bill to rescind $1,751,196,700 in funds already appropriated for fiscal 1980, to provide an additional $17,446,211,063 in fiscal 1980 supplemental appropriations, and to provide $400,000,000 in appropriations for fiscal 1981. Passed 294-106: R 74-75; D 220-31 on June 19, 1980. **The RLEA supported this bill.** YEA-Right; NAY-Wrong.

10. FISCAL 1981 BUDGET TARGETS. Giaimo, (D-Ct.) motion to approve the revised conference version of the resolution to revise binding fiscal 1980 budget totals and set fiscal 1981 budget targets as follows: for fiscal 1980-$658.9 billion in budget authority, $572.7 billion in outlays, $525.7 billion in revenues and a $47 billion deficit; for fiscal 1981-$697.2 billion in budget authority, $613.6 billion in outlays, $613.8 billion in revenues and a surplus of $200 million. Motion agreed to 205-195 on June 12, 1980. R 10-140; D 195-55. **The RLEA supported this motion.** YEA-Right; NAY-Wrong.

R in favor of RLEA Position
W against RLEA Position
— Absent or Not Voting

HOUSE OF REPRESENTATIVES

Dist.	State	Party	1	2	3	4	5	6	7	8	9	10	Total This Cong. R	Total This Cong. W	Cumulative R	Cumulative W	% Right This Cong.	% Right Cumulative
	ALABAMA																	
1	Edwards	R	R	W	R	R	R	R	W	R	R	R	8	2	33	57	80	37
2	Dickenson	R	R	R	R	R	R	R	W	R	R	W	8	2	30	67	80	31
3	Nichols	D	W	W	R	R	R	R	W	R	R	R	7	3	34	47	70	42
4	Bevill	D	W	R	R	R	R	R	W	W	R	R	7	3	48	37	70	56
5	Flippo	D	R	R	R	R	R	R	W	W	R	R	8	2	10	7	80	59
6	Buchanan	R	R	R	R	R	R	R	W	W	R	W	7	3	39	64	70	38
7	Shelby	D	W	R	R	R	R	-	W	R	R	R	7	2	7	2	78	78
	ALASKA																	
AL	Young	R	R	W	R	W	R	-	W	W	-	W	3	5	9	25	38	26
	ARIZONA																	
1	Rhodes	R	R	W	R	R	R	R	-	-	R	W	6	2	46	128	75	26
2	Udall	D	W	R	R	R	R	R	R	-	R	R	8	1	104	15	89	87
3	Stump	D	R	R	R	R	W	R	W	W	W	R	6	4	6	12	60	33
4	Rudd	R	R	R	R	W	W	R	W	R	R	W	6	4	8	11	60	42
	ARKANSAS																	
1	Alexander	D	R	W	R	R	R	R	W	W	R	R	7	3	36	18	70	67
2	Bethune, Jr.	R	R	R	R	R	R	R	W	W	R	-	7	2	7	2	78	78
3	Hammerschmidt	R	R	R	R	R	R	R	W	W	R	W	7	3	34	46	70	43
4	Anthony, Jr.	D	R	R	R	-	-	R	W	W	R	R	6	2	6	2	75	75

R in favor of RLEA Position
W against RLEA Position
— Absent or Not Voting

HOUSE OF REPRESENTATIVES

Dist.	State	Party	1	2	3	4	5	6	7	8	9	10	Total This Cong. R	Total This Cong. W	Cumulative R	Cumulative W	% Right This Cong.	% Right Cumulative
	CALIFORNIA																	
1	Johnson	D	W	R	R	R	R	R	R	W	R	R	8	2	131	16	80	89
2	Clausen	R	R	R	R	R	R	-	W	R	R	-	7	1	47	58	88	45
3	Matsui	D	W	R	R	R	R	R	R	R	R	R	9	1	9	1	90	90
4	Fazio	D	W	R	R	R	R	-	W	R	R	R	7	2	7	2	78	78
5	Burton, J.	D	-	W	R	R	R	R	R	R	W	W	6	3	18	12	67	60
6	Burton, P.	D	W	R	R	R	R	R	R	W	R	W	7	3	106	9	70	92
7	Miller	D	W	R	-	R	-	R	R	W	R	W	5	3	18	7	63	72
8	Dellums	D	W	R	R	R	-	R	R	W	R	W	6	3	40	10	67	80
9	Stark	D	W	-	R	R	R	W	R	W	R	W	5	4	32	6	56	84
10	Edwards	D	W	W	R	R	R	R	R	W	R	R	7	3	105	6	70	95
11	Royer	R	R	R	R	R	R	-	W	R	R	W	7	2	7	2	78	78
12	McCloskey	R	R	W	R	R	R	R	R	R	R	R	9	1	44	24	90	65
13	Mineta	D	W	W	R	R	R	-	W	R	R	R	6	3	24	5	67	83
14	Shumway	R	R	R	W	R	W	R	-	W	W	-	4	4	4	4	50	50
15	Coelho	D	R	R	R	R	R	R	W	R	R	R	9	1	9	1	90	90
16	Panetta	D	W	W	R	R	R	R	R	R	W	R	7	3	9	10	70	47
17	Pashayan, Jr.	R	R	R	R	R	W	R	W	R	W	W	6	4	6	4	60	60
18	Thomas	R	R	R	R	R	R	-	R	R	W	W	7	2	7	2	78	78
19	Lagomarsino	R	R	R	R	R	W	R	W	R	W	W	6	4	9	22	60	29
20	Goldwater, Jr.	R	R	W	R	W	-	-	R	R	R	W	5	3	10	45	63	18
21	Corman	D	W	W	R	R	-	R	W	R	R	R	6	3	101	10	67	91
22	Moorhead	R	R	R	R	R	W	R	W	R	W	W	6	4	12	28	60	30
23	Beilenson	D	W	R	-	R	R	W	R	R	R	R	7	2	15	3	78	83
24	Waxman	D	W	W	R	R	R	-	W	R	R	W	5	4	22	5	56	81
25	Roybal	D	W	W	R	R	R	R	R	W	R	W	6	4	111	10	60	92
26	Rousselot	R	R	W	W	W	-	-	R	R	-	W	3	4	6	44	43	12
27	Dornan	R	R	R	W	R	R	R	W	R	W	W	6	4	8	11	60	42
28	Dixon	D	W	R	R	R	R	-	R	R	R	W	7	2	7	2	78	78
29	Hawkins	D	-	R	R	R	R	R	R	R	-	W	7	1	106	3	88	97
30	Danielson	D	W	R	R	R	R	R	W	W	-	R	6	3	45	7	67	90
31	Wilson	D	W	W	-	R	R	R	-	-	R	W	4	3	86	15	57	85
32	Anderson	D	R	R	R	R	R	W	R	W	R	W	7	3	51	14	70	78
33	Grisham	R	R	R	R	R	W	R	R	R	W	W	7	3	7	3	70	70
34	Lungren	R	R	W	W	R	W	-	W	R	W	W	3	6	3	6	33	33
35	Lloyd	D	W	W	R	R	R	R	W	R	R	R	7	3	23	7	70	77
36	Brown, Jr.	D	W	R	R	R	R	R	R	W	R	R	8	2	33	5	80	87
37	Lewis	R	R	R	W	R	R	-	W	-	W	W	4	4	4	4	50	50
38	Patterson	D	-	W	R	R	R	R	W	R	R	R	7	2	24	4	78	86
39	Dannemeyer	R	W	W	W	R	W	-	W	R	W	W	2	7	2	7	22	22
40	Badham	R	R	W	R	R	W	R	R	-	W	W	5	4	6	13	56	84
41	Wilson, B.	R	R	-	-	R	R	R	W	-	R	W	5	2	40	125	71	24
42	Van Deerlin	D	W	W	R	R	R	R	W	R	R	R	7	3	109	6	70	95
43	Burgener	R	R	W	W	R	R	R	W	R	R	W	6	4	14	23	60	38
	COLORADO																	
1	Schroeder	D	R	W	R	R	W	R	R	R	R	R	8	2	28	14	80	67
2	Wirth	D	R	W	R	R	W	R	R	R	R	R	8	2	25	4	80	86
3	Kogovsek	D	W	R	R	R	R	-	R	W	R	R	7	2	7	2	78	78
4	Johnson	R	R	R	R	R	R	-	W	R	W	W	6	3	16	21	67	43
5	Kramer	R	R	W	R	R	W	-	R	R	W	W	5	4	5	4	56	56

R in favor of RLEA Position
W against RLEA Position
— Absent or Not Voting

HOUSE OF REPRESENTATIVES

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	CONNECTICUT																	
1	Cotter	D	W	W	R	R	R	R	W	R	R	R	7	3	47	7	70	87
2	Dodd	D	W	R	R	R	R	R	W	R	R	R	8	2	25	4	80	86
3	Giaimo	D	W	W	R	-	R	R	W	R	-	R	5	3	113	15	63	88
4	McKinney	R	R	W	R	R	R	R	W	W	R	-	6	3	36	17	67	68
5	Ratchford	D	W	R	R	R	R	R	W	W	R	R	7	3	7	3	70	70
6	Moffett	D	W	R	R	R	W	R	W	W	R	-	5	4	23	6	56	79
	DELAWARE																	
Al	Evans	R	R	R	R	R	R	R	R	R	R	W	9	1	15	5	90	75
	FLORIDA																	
1	Hutto	D	R	W	R	R	R	R	W	W	R	R	7	3	7	3	70	70
2	Fuqua	D	R	W	R	R	R	R	W	W	R	-	6	3	51	62	67	45
3	Bennett	D	W	W	R	R	R	R	W	W	R	R	6	4	108	109	60	50
4	Chappell, Jr.	D	R	R	R	R	R	-	W	W	R	R	7	2	35	30	78	54
5	Kelly	R	R	R	W	W	W	R	W	R	-	W	4	5	4	24	44	14
6	Young	R	R	W	R	R	R	R	W	R	R	W	7	3	20	36	70	36
7	Gibbons	D	W	W	R	R	-	W	W	W	R	R	4	5	82	34	44	71
8	Ireland	D	R	W	-	R	R	-	W	W	R	R	5	3	8	8	63	50
9	Nelson	D	R	W	R	R	R	R	W	R	R	R	8	2	8	2	80	80
10	Bafalis	R	R	W	R	R	R	R	W	-	R	W	6	3	12	26	67	32
11	Mica	D	W	R	R	R	R	R	W	W	R	R	7	3	7	3	70	70
12	Stack	D	W	R	R	R	R	R	-	W	R	R	7	2	7	2	78	78
13	Lehman	D	W	W	R	R	R	R	W	R	R	R	7	3	36	10	70	78
14	Pepper	D	W	R	R	R	-	R	W	R	-	R	6	2	139	18	75	89
15	Fascell	D	W	W	R	R	R	R	W	R	R	R	7	3	134	34	70	80
	GEORGIA																	
1	Ginn	D	R	R	R	R	R	R	W	W	W	R	7	3	28	14	70	66
2	Mathis	D	-	-	R	R	R	R	W	-	-	-	4	1	18	27	80	40
3	Brinkley	D	R	R	R	R	R	R	W	W	R	-	7	2	47	35	78	57
4	Levitas	D	R	R	R	R	R	W	W	R	W	R	7	3	14	16	70	47
5	Fowler, Jr.	D	W	R	R	R	R	R	-	R	W	R	7	2	11	6	78	82
6	Gingrich	R	R	W	R	R	R	R	W	R	R	W	7	3	7	3	70	70
7	McDonald	D	R	W	W	W	W	R	R	R	W	W	4	6	6	22	40	21
8	Evans	D	R	R	R	R	-	R	W	W	W	W	5	4	9	8	56	53
9	Jenkins	D	R	R	R	R	R	R	W	W	W	R	7	3	11	8	70	58
10	Barnard	D	R	R	R	R	R	R	W	W	W	R	7	3	11	8	70	58
	HAWAII																	
1	Heftel	D	R	R	W	R	R	R	W	W	R	R	7	3	15	5	70	75
2	Akaka	D	R	W	R	R	R	R	W	R	R	R	8	2	16	4	80	80
	IDAHO																	
1	Symms	R	R	W	R	W	W	R	R	-	R	W	5	4	6	34	56	15
2	Hansen, G.	R	R	R	W	W	W	R	R	W	W	W	4	6	15	48	40	24

R in favor of RLEA Position
W against RLEA Position
— Absent or Not Voting

HOUSE OF REPRESENTATIVES

Dist.	State	Party	1	2	3	4	5	6	7	8	9	10	Total This Cong. R	Total This Cong. W	Cumulative R	Cumulative W	% Right This Cong.	% Right Cumulative
	ILLINOIS																	
1	Stewart	D	-	R	R	-	-	R	W	W	R	W	4	3	4	3	57	57
2	Murphy	D	W	R	R	R	-	R	W	W	R	R	6	3	39	8	67	83
3	Russo	D	W	W	R	R	R	R	W	R	R	-	6	3	23	5	67	87
4	Derwinski	R	R	R	R	R	W	R	R	R	W	W	7	3	37	99	70	35
5	Fary	D	W	R	-	R	R	R	W	W	R	R	6	3	18	6	67	75
6	Hyde	R	R	W	R	R	R	R	W	R	R	W	7	3	16	14	70	53
7	Collins	D	W	-	-	R	-	-	-	-	R	W	2	2	27	4	50	87
8	Rostenkowski	D	W	R	R	R	R	R	W	W	R	R	7	3	130	8	70	94
9	Yates	D	W	R	R	R	R	W	R	W	R	W	6	4	176	14	60	93
10	Porter	R	-	-	-	-	-	-	-	R	W	W	1	2	13	7	33	65
11	Annunzio	D	W	R	R	R	R	R	W	W	R	R	7	2	98	7	78	93
12	Crane, P.	R	R	W	-	-	W	-	-	R	W	W	2	4	9	42	33	82
13	McClory	R	R	R	W	R	R	R	W	R	R	W	7	3	48	69	70	41
14	Erlenborn	R	R	W	-	R	R	R	W	R	W	W	5	4	32	66	56	32
15	Corcoran	R	R	W	R	R	R	R	R	R	R	W	8	2	10	9	80	52
16	Anderson	R	-	R	-	R	-	-	-	-	-	-	2	0	45	67	100	40
17	O'Brien	R	R	W	R	R	R	R	W	R	R	W	7	3	23	18	70	56
18	Michel	R	R	W	R	R	R	R	W	R	W	W	6	4	40	97	60	29
19	Railsback	R	R	R	R	R	R	R	R	R	R	W	9	1	55	23	90	71
20	Findley	R	R	W	R	R	R	R	W	-	W	W	5	4	38	92	56	29
21	Madigan	R	R	W	R	R	R	R	W	R	R	W	7	3	27	14	70	66
22	Crane, D.	R	R	W	R	W	W	R	R	R	W	W	5	5	5	5	50	50
23	Price	D	W	R	R	R	R	R	W	W	R	R	7	3	212	6	70	97
24	Simon	D	R	R	R	R	R	W	R	R	R	R	9	1	26	3	90	89
	INDIANA																	
1	Benjamin, Jr.	D	R	W	R	R	R	R	W	W	R	R	7	3	16	3	70	84
2	Fithian	D	W	W	R	R	R	R	W	W	R	R	6	4	20	7	60	74
3	Brademas	D	W	W	R	R	R	-	W	W	R	R	5	4	132	11	56	92
4	Quayle	R	R	W	R	R	R	R	R	R	-	W	7	2	9	10	78	47
5	Hillis	R	R	R	R	R	R	R	W	-	R	W	7	2	28	21	78	57
6	Evans	D	W	R	R	R	W	R	W	W	R	R	6	4	19	11	60	63
7	Myers, J.	R	R	R	W	R	R	R	R	W	W	W	6	4	37	45	60	45
8	Deckard	R	R	W	R	R	W	R	R	W	W	W	5	5	5	5	50	50
9	Hamilton	D	R	W	R	R	R	R	W	W	R	W	6	4	88	18	60	83
10	Sharp	D	W	R	R	R	R	R	W	W	W	R	6	4	24	6	60	80
11	Jacobs, Jr.	D	W	W	R	R	R	R	R	W	W	W	5	5	75	19	50	80
	IOWA																	
1	Leach	R	R	R	R	R	R	R	R	W	W	W	7	3	12	8	70	60
2	Tauke	R	R	W	R	R	W	-	W	W	W	W	3	6	3	6	33	33
3	Grassley	R	R	R	R	R	R	R	W	W	W	W	6	4	11	18	60	38
4	Smith	D	R	R	R	R	R	R	W	W	R	W	7	3	129	18	70	88
5	Harkin	D	R	R	R	R	R	R	W	W	R	W	7	3	19	9	70	68
6	Bedell	D	W	W	R	R	R	R	W	W	R	R	6	4	19	9	60	68

R in favor of RLEA Position
W against RLEA Position
— Absent or Not Voting

HOUSE OF REPRESENTATIVES

Dist.	State	Party	1	2	3	4	5	6	7	8	9	10	Total This Cong. R	Total This Cong. W	Cumulative R	Cumulative W	% Right This Cong.	% Right Cumulative
	KANSAS																	
1	Sebelius	R	R	W	R	R	R	R	W	W	-	W	5	4	19	42	56	31
2	Jeffries	R	R	R	R	-	W	R	R	W	W	W	5	4	5	4	56	56
3	Winn, Jr.	R	R	W	-	R	-	-	-	W	W	W	2	4	27	47	33	36
4	Glickman	D	R	R	R	R	R	R	W	R	W	R	8	2	13	7	80	65
5	Whittaker	R	R	R	R	R	R	R	W	R	W	W	7	3	7	3	70	70
	KENTUCKY																	
1	Hubbard, Jr.	D	R	R	R	R	R	R	W	R	R	R	9	1	22	7	90	76
2	Natcher	D	R	R	R	R	R	R	W	R	R	R	9	1	154	29	90	84
3	Mazzoli	D	R	W	R	R	R	R	W	W	R	R	7	3	41	15	70	73
4	Snyder	R	R	R	R	W	R	R	W	W	W	W	5	5	30	50	50	38
5	Carter	R	R	R	R	R	-	R	W	R	R	W	7	2	61	40	78	60
6	Hopkins	R	R	R	R	W	R	-	W	R	W	W	5	4	5	4	56	56
7	Perkins	D	R	R	R	R	R	R	W	W	R	W	7	3	194	16	70	92
	LOUISIANA																	
1	Livingston	R	R	W	R	R	R	R	R	W	R	W	7	3	8	9	70	47
2	Boggs	D	R	W	R	R	R	R	W	W	-	R	6	3	31	8	67	79
3	Tauzin	D	-	-	-	-	-	-	-	W	R	R	2	1	2	1	67	67
4	Leach	D	R	-	-	-	-	-	-	-	-	R	2	0	2	0	100	100
5	Huckaby	D	R	W	R	-	R	R	W	W	R	R	6	3	6	10	67	38
6	Moore	R	R	W	R	R	W	R	R	W	R	R	7	3	14	16	70	46
7	Breaux	D	R	W	R	R	R	R	W	W	R	R	7	3	27	12	70	69
8	Long	D	R	W	R	R	R	R	W	W	R	R	7	3	46	22	70	68
	MAINE																	
1	Emery	R	R	-	R	-	R	R	R	W	R	W	6	2	19	9	75	68
2	Snowe	R	W	W	R	R	R	-	W	W	R	W	4	5	4	5	44	44
	MARYLAND																	
1	Bauman	R	R	W	W	R	W	R	R	W	W	W	4	6	17	22	40	44
2	Long	D	W	R	R	R	R	R	W	R	R	R	8	2	101	19	80	84
3	Mikulski	D	W	W	R	R	R	R	W	R	R	W	6	4	13	7	60	65
4	Holt	R	R	W	W	R	W	R	R	R	W	R	6	4	18	23	60	44
5	Spellman	D	-	W	R	R	R	R	W	R	R	R	7	2	25	2	78	93
6	Byron	D	W	R	R	R	R	R	W	R	R	W	7	3	7	3	70	70
7	Mitchell	D	W	R	-	R	-	R	W	W	-	W	3	4	42	10	42	81
8	Barnes	D	W	R	R	R	R	R	R	R	W	R	8	2	8	2	80	80

R in favor of RLEA Position
W against RLEA Position
— Absent or Not Voting

HOUSE OF REPRESENTATIVES

Dist.	State	Party	1	2	3	4	5	6	7	8	9	10	Total This Cong. R	Total This Cong. W	Cumulative R	Cumulative W	% Right This Cong.	% Right Cumulative
	MASSACHUSETTS																	
1	Conte	R	W	W	R	R	R	R	R	W	R	R	7	3	96	51	70	65
2	Boland	D	W	W	R	R	R	R	W	W	R	R	6	4	169	14	60	92
3	Early	D	W	W	R	R	R	R	W	R	R	W	6	4	20	6	60	77
4	Drinan	D	W	W	R	R	R	R	R	W	R	R	7	3	49	6	70	89
5	Shannon	D	W	R	R	R	R	R	R	W	R	R	8	2	8	2	80	80
6	Mavroules	D	W	R	R	R	R	-	W	-	R	R	6	2	6	2	75	75
7	Markey	D	W	W	R	R	R	R	R	W	-	R	6	3	15	4	60	78
8	O'Neill	D	The Speaker Votes at his own Discretion												149	7	--	96
9	Moakley	D	W	W	R	-	R	R	W	R	R	R	6	3	35	5	67	88
10	Heckler	R	W	R	R	R	R	R	W	R	R	W	7	3	63	17	70	79
11	Donnelly	D	W	W	R	R	R	R	R	W	R	R	7	3	7	3	70	70
12	Studds	D	W	R	R	R	R	R	R	W	R	R	8	2	38	4	80	90
	MICHIGAN																	
1	Conyers	D	W	-	R	-	-	R	R	W	-	-	3	2	80	12	60	87
2	Pursell	R	W	W	-	R	R	-	R	-	R	W	4	3	10	6	57	63
3	Wolpe	D	W	R	R	R	R	R	R	W	R	R	8	2	8	2	80	80
4	Stockman	R	R	W	R	W	W	-	W	R	W	W	3	6	5	11	33	31
5	Sawyer	R	R	R	R	R	R	R	R	R	W	W	8	2	11	9	80	55
6	Carr	D	W	W	R	R	R	R	R	W	R	W	6	4	25	5	60	83
7	Kildee	D	W	R	R	R	R	R	R	W	R	R	8	2	18	3	80	86
8	Traxler	D	W	R	R	R	R	R	W	W	R	R	7	3	23	6	70	79
9	Vander Jagt	R	R	W	R	R	R	-	R	W	R	W	6	3	38	37	67	51
10	Albosta	D	W	R	R	R	R	-	W	W	R	R	6	3	6	3	67	67
11	Davis	R	R	W	R	R	R	-	W	W	R	W	5	4	5	4	56	56
12	Bonior	D	W	R	R	R	R	-	R	W	R	-	6	2	16	2	75	88
13	Vacancy		-	-	-	-	-	-	-	-	-	-	-	-	--	--	--	--
14	Nedzi	D	W	W	R	R	R	R	W	W	R	-	5	4	110	11	56	91
15	Ford	D	W	R	R	R	-	R	W	W	R	R	6	3	93	7	67	93
16	Dingell	D	W	W	W	R	R	R	W	W	R	R	5	5	157	10	50	94
17	Brodhead	D	W	R	R	R	R	R	R	W	R	R	8	2	26	4	80	87
18	Blanchard	D	W	R	R	R	R	R	W	W	R	R	7	3	24	6	70	80
19	Broomfield	R	R	-	W	R	R	R	-	W	R	W	5	4	59	84	56	41
	MINNESOTA																	
1	Erdahl	R	R	W	R	-	W	R	R	R	W	W	5	4	5	4	56	56
2	Hagedorn	R	R	W	R	R	-	-	W	W	W	W	3	5	8	18	38	64
3	Frenzel	R	R	W	R	R	-	R	W	R	W	W	5	4	21	32	56	40
4	Vento	D	W	R	R	R	R	R	W	W	R	R	7	3	15	4	70	79
5	Sabo	D	W	W	-	R	R	-	R	R	R	R	6	2	6	2	75	75
6	Nolan	D	W	R	R	R	R	-	R	W	-	W	5	3	18	7	62	72
7	Stangeland	R	R	R	R	R	W	R	W	W	W	W	5	5	8	11	50	42
8	Oberstar	D	W	R	R	R	R	R	R	W	R	R	8	2	26	4	80	87
	MISSISSIPPI																	
1	Whitten	D	R	W	R	R	R	R	W	W	R	R	7	3	72	149	70	33
2	Bowen	D	R	W	R	R	R	R	-	-	R	R	7	1	22	17	88	56
3	Montgomery	D	R	W	R	R	R	R	W	W	R	R	7	3	28	56	70	33
4	Hinson	R	R	W	R	R	R	R	W	W	R	W	6	4	6	4	60	60
5	Lott	R	R	W	W	R	-	R	W	W	R	W	4	5	13	28	44	32

R in favor of RLEA Position
W against RLEA Position
— Absent or Not Voting

HOUSE OF REPRESENTATIVES

Dist.	State	Party	1	2	3	4	5	6	7	8	9	10	Total This Cong. R	Total This Cong. W	Cumulative R	Cumulative W	% Right This Cong.	% Right Cumulative
	MISSOURI																	
1	Clay	D	W	R	R	R	R	R	R	W	-	-	6	2	47	8	75	85
2	Young	D	W	W	R	R	R	R	W	R	R	R	7	3	15	5	70	75
3	Gephardt	D	W	W	R	R	W	R	W	R	W	R	5	5	165	16	50	91
4	Skelton	D	W	W	R	R	R	R	W	W	R	R	6	4	116	28	60	81
5	Bolling	D	-	-	R	-	R	-	R	R	R	R	6	0	147	6	100	96
6	Coleman	R	R	R	R	R	R	R	W	R	R	W	8	2	12	8	80	60
7	Taylor	R	R	W	R	R	R	R	W	R	W	W	6	4	12	26	60	32
8	Ichord	D	R	W	R	R	W	R	W	R	W	-	5	4	73	44	56	62
9	Volkmer	D	W	R	R	R	W	R	W	R	R	R	7	3	71	29	70	71
10	Burlison	D	W	W	R	R	R	R	W	R	R	R	7	3	44	20	70	69
	MONTANA																	
1	Williams	D	W	R	R	W	R	R	W	R	R	-	6	3	6	3	67	67
2	Marlenee	R	R	R	R	R	R	R	W	R	W	-	7	2	12	7	78	63
	NEBRASKA																	
1	Bereuter	R	R	R	R	-	R	-	W	W	R	W	5	3	5	3	63	63
2	Cavanaugh	D	W	R	R	R	R	R	W	R	R	W	7	3	15	5	70	75
3	Smith	R	R	R	R	R	R	R	W	W	R	-	7	2	13	12	78	52
	NEVADA																	
Al	Santini	D	R	W	R	R	R	R	W	R	W	-	6	3	15	8	67	65
	NEW HAMPSHIRE																	
1	D'Amours	D	W	W	R	R	R	R	W	R	R	R	7	3	25	4	70	86
2	Cleveland	R	R	W	R	R	R	R	W	R	W	W	6	4	56	65	60	46
	NEW JERSEY																	
1	Florio	D	W	W	R	R	R	W	-	R	R	R	6	3	24	5	67	83
2	Hughes	D	W	-	R	R	W	R	W	R	W	R	5	4	23	6	56	79
3	Howard	D	W	W	R	R	R	R	R	R	R	R	8	2	92	9	80	91
4	Thompson	D	-	W	R	R	R	R	W	R	R	-	6	2	154	7	75	96
5	Fenwick	R	R	W	R	R	W	R	R	R	W	W	6	4	21	9	60	70
6	Forsythe	R	-	-	R	-	R	R	R	W	W	W	4	3	25	25	57	50
7	Maguire	D	W	W	R	R	W	W	R	R	R	R	6	4	23	5	60	82
8	Roe	D	W	R	R	R	R	R	W	R	R	R	8	2	51	7	80	88
9	Hollenbeck	R	W	W	R	R	-	R	W	R	R	W	5	4	11	8	56	58
10	Rodino	D	W	W	-	R	R	R	-	R	R	W	5	3	198	7	63	97
11	Minish	D	W	W	R	R	R	R	W	R	R	R	7	3	116	7	70	94
12	Rinaldo	R	W	W	R	R	R	R	W	R	R	W	6	4	30	10	60	75
13	Courter	R	R	W	R	R	W	R	W	R	W	W	5	5	5	5	50	50
14	Guarini	D	W	W	R	R	R	R	W	R	R	-	6	3	6	3	67	67
15	Patten	D	W	R	R	R	R	R	W	R	R	R	8	2	118	8	80	94

R in favor of RLEA Position
W against RLEA Position
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HOUSE OF REPRESENTATIVES

Dist.	State	Party	1	2	3	4	5	6	7	8	9	10	Total This Cong. R	Total This Cong. W	Cumulative R	Cumulative W	% Right This Cong.	% Right Cumulative
	NEW MEXICO																	
1	Lujan	R	R	W	R	R	R	R	W	W	R	W	6	4	19	35	60	35
2	Runnels	D	R	R	W	R	W	R	-	-	-	-	4	2	12	27	67	31
	NEW YORK																	
1	Carney	R	R	W	R	R	R	R	W	W	W	W	5	5	5	5	50	50
2	Downey	D	W	R	R	R	W	R	W	W	R	R	6	4	24	6	60	80
3	Ambro	D	W	W	R	R	R	R	W	W	R	R	6	4	20	8	60	71
4	Lent	R	R	R	R	R	R	R	W	R	R	W	8	2	24	26	80	48
5	Wydler	R	W	W	R	W	R	R	W	R	-	W	4	5	61	57	44	52
6	Wolff	D	W	R	R	R	R	R	-	W	R	R	7	2	93	10	78	90
7	Addabbo	D	W	W	R	R	R	R	W	W	R	-	5	4	118	8	56	94
8	Rosenthal	D	W	R	R	R	-	-	-	W	R	R	5	2	112	6	71	95
9	Ferraro	D	W	W	R	R	R	R	-	R	R	R	7	2	7	2	78	78
10	Biaggi	D	W	W	R	R	R	R	W	R	R	R	7	3	56	10	70	85
11	Scheuer	D	W	W	R	-	R	R	W	W	R	R	5	4	21	6	56	78
12	Chisholm	D	W	W	R	R	R	-	R	W	R	W	5	4	49	10	56	83
13	Solarz	D	W	W	R	R	R	R	W	R	R	-	6	3	22	6	67	78
14	Richmond	D	W	W	R	R	R	R	R	W	R	-	6	3	22	5	67	81
15	Zeferetti	D	W	W	R	R	R	R	W	R	R	R	7	3	22	5	70	81
16	Holtzman	D	W	R	-	R	R	R	R	-	-	-	5	1	37	1	83	97
17	Murphy	D	R	-	R	R	R	R	W	W	-	R	6	2	105	8	75	93
18	Green	R	R	W	-	R	R	R	W	R	R	W	6	3	10	3	67	77
19	Rangel	D	-	R	R	R	R	R	W	W	R	W	6	3	41	10	67	80
20	Weiss	D	W	R	R	R	R	-	R	W	-	W	5	3	12	5	63	71
21	Garcia	D	W	-	R	R	R	R	W	W	-	W	4	4	6	5	50	55
22	Bingham	D	W	W	R	R	R	W	R	-	R	W	5	4	93	10	56	90
23	Peyser	D	R	W	R	R	R	R	W	W	R	R	7	3	33	7	70	83
24	Ottinger	D	W	W	W	R	R	W	W	W	R	W	3	7	20	8	30	71
25	Fish	R	R	R	R	-	R	R	R	R	R	W	8	1	40	23	89	63
26	Gilman	R	R	R	R	R	R	R	W	R	R	W	8	2	10	27	80	27
27	McHugh	D	W	W	R	R	R	-	W	W	R	R	5	4	21	6	56	78
28	Stratton	D	R	W	R	R	R	R	W	R	R	R	8	2	125	16	80	89
29	Solomon	R	R	W	R	R	W	-	W	-	W	W	3	5	3	5	37	37
30	McEwen	R	R	R	R	R	R	R	W	-	R	W	7	2	41	54	78	43
31	Mitchell	R	R	R	R	R	R	R	W	W	R	R	8	2	25	16	80	61
32	Hanley	D	W	W	R	R	R	R	W	R	R	R	7	3	94	12	70	89
33	Lee	R	R	W	R	R	R	-	W	R	-	W	5	3	5	3	63	63
34	Horton	R	R	W	R	R	R	R	W	W	R	W	6	4	91	26	60	78
35	Conable	R	R	W	-	R	R	R	R	R	-	W	6	2	46	42	67	52
36	Lafalce	D	W	W	R	R	R	R	R	W	R	R	7	3	24	6	70	80
37	Nowak	D	W	W	R	R	R	R	W	R	R	R	7	3	24	5	70	83
38	Kemp	R	R	W	R	R	R	R	R	R	-	W	7	2	24	29	78	45
39	Lundine	D	W	W	R	R	R	R	W	R	R	R	7	3	15	6	70	71

R in favor of RLEA Position
W against RLEA Position
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HOUSE OF REPRESENTATIVES

Dist.	State	Party	1	2	3	4	5	6	7	8	9	10	Total This Cong. R	Total This Cong. W	Cumulative R	Cumulative W	% Right This Cong.	% Right Cumulative
	NORTH CAROLINA																	
1	Jones	D	R	R	-	R	R	-	-	W	R	R	6	1	40	38	86	51
2	Fountain	D	R	W	R	R	W	R	W	W	R	R	6	4	76	105	60	42
3	Whitley	D	R	W	R	R	R	R	W	W	R	R	7	3	10	10	70	50
4	Andrews	D	R	R	R	R	R	R	W	W	R	R	8	2	20	22	80	48
5	Neal	D	R	W	R	R	R	-	W	W	R	R	6	3	12	16	67	43
6	Preyer	D	R	W	R	R	R	R	W	R	R	R	8	2	50	19	80	72
7	Rose	D	R	W	R	R	-	R	W	R	R	R	7	2	24	13	78	65
8	Hefner	D	R	R	R	R	R	R	W	R	R	R	9	1	21	8	90	72
9	Martin	R	R	W	W	R	W	-	W	R	W	W	3	6	9	32	33	22
10	Broyhill	R	R	W	R	R	W	R	W	R	W	W	5	5	37	85	50	30
11	Gudger	D	R	W	R	R	R	R	W	W	W	R	6	4	10	10	60	50
	NORTH DAKOTA																	
Al	Andrews	R	R	R	R	R	R	R	W	W	R	W	7	3	53	60	70	47
	OHIO																	
1	Gradison	R	R	W	R	R	R	R	W	R	R	W	7	3	11	19	70	37
2	Luken	D	W	W	R	R	R	R	W	R	-	R	6	3	12	6	67	67
3	Hall	D	W	R	R	R	R	-	W	R	R	R	7	2	7	2	78	78
4	Guyer	R	R	R	R	R	R	R	W	W	R	W	7	3	19	19	70	50
5	Latta	R	R	W	R	R	R	R	W	W	W	W	5	5	207	15	50	93
6	Harsha	R	R	R	R	R	R	R	W	R	R	W	8	2	51	78	80	40
7	Brown	R	R	W	R	R	R	-	W	R	R	-	6	2	38	39	75	49
8	Kindness	R	R	R	W	R	W	-	R	R	W	W	5	4	15	14	56	51
9	Ashley	D	R	W	R	R	R	R	W	R	-	R	7	2	143	13	78	92
10	Miller	R	R	W	R	R	W	R	W	R	W	W	5	5	28	56	50	33
11	Stanton	R	R	R	R	R	R	R	W	W	R	W	7	3	57	47	70	55
12	Devine	R	R	W	W	W	W	R	W	R	W	W	3	7	29	113	30	20
13	Pease	D	W	W	R	R	W	R	R	R	R	R	7	3	16	4	70	80
14	Sciberling	D	W	R	R	R	R	R	R	W	R	R	8	2	50	5	80	91
15	Wylie	R	R	R	R	R	W	R	W	R	W	W	6	4	38	44	60	46
16	Regula	R	R	R	R	R	R	R	W	R	R	R	9	1	27	15	90	64
17	Ashbrook	R	R	W	W	R	W	R	R	W	W	-	4	5	26	86	44	23
18	Applegate	D	W	R	R	R	R	R	W	W	R	W	6	4	15	5	60	75
19	Williams	R	R	W	R	R	R	R	W	W	R	W	6	4	6	4	60	60
20	Oakar	D	W	R	R	R	R	R	W	-	R	R	7	2	15	4	78	79
21	Stokes	D	W	W	R	R	R	R	R	W	R	W	6	4	63	9	60	90
22	Vanik	D	W	W	R	R	R	W	W	W	R	R	5	5	157	14	50	92
23	Mottl	D	W	W	R	R	W	R	W	W	W	R	4	6	12	16	40	43
	OKLAHOMA																	
1	Jones	D	R	W	R	R	W	R	W	W	W	R	5	5	15	21	50	42
2	Synar	D	R	W	-	R	R	R	R	W	R	R	7	2	7	2	78	78
3	Watkins	D	R	R	R	R	R	R	W	W	R	R	8	2	9	10	80	47
4	Steed	D	R	R	R	R	R	R	W	W	R	R	8	2	152	48	80	76
5	Edwards	R	R	R	R	R	W	R	W	-	W	W	5	4	6	13	56	84
6	English	D	R	R	R	W	R	R	-	W	R	R	7	2	14	15	78	48

R in favor of RLEA Position
W against RLEA Position
— Absent or Not Voting

HOUSE OF REPRESENTATIVES

Dist.	State	Party	1	2	3	4	5	6	7	8	9	10	Total This Cong. R	Total This Cong. W	Cumulative R	Cumulative W	% Right This Cong.	% Right Cumulative
	OREGON																	
1	Aucoin	D	R	W	R	R	R	R	R	W	R	W	7	3	19	5	70	79
2	Ullman	D	W	W	R	R	R	R	W	W	R	R	6	4	132	20	60	87
3	Duncan	D	R	W	R	R	R	R	W	R	R	R	8	2	21	6	80	78
4	Weaver	D	W	R	R	R	W	R	R	R	W	W	6	4	22	6	60	79
	PENNSYLVANIA																	
1	Myers, M.	D	W	W	R	R	R	-	W	R	R	W	5	4	11	7	56	61
2	Gray, III	D	W	R	R	R	R	R	R	R	-	W	7	2	7	2	78	78
3	Lederer	D	W	W	R	R	R	-	-	R	R	-	5	2	15	2	71	88
4	Dougherty	R	R	W	R	R	R	-	W	R	R	R	7	2	7	2	78	78
5	Schulze	R	R	W	R	R	R	-	W	R	W	W	5	4	15	11	56	58
6	Yatron	D	R	W	R	R	R	R	W	R	R	W	7	3	56	9	70	86
7	Edgar	D	W	W	R	R	R	R	R	R	R	R	8	2	28	2	80	93
8	Kostmayer	D	W	W	R	R	R	R	R	R	R	W	7	3	16	4	70	80
9	Shuster	R	R	R	R	R	R	R	W	R	W	W	7	3	23	19	70	55
10	McDade	R	W	W	R	R	R	R	W	W	R	W	5	5	97	23	50	81
11	Musto	D	-	-	-	-	-	-	-	W	R	W	1	2	1	2	33	33
12	Murtha	D	W	R	R	R	R	R	W	R	R	R	8	2	26	4	80	87
13	Coughlin	R	R	W	-	R	R	-	W	R	R	W	5	3	31	34	63	48
14	Moorhead	D	W	R	R	R	R	R	W	R	R	-	7	2	132	6	78	96
15	Ritter	R	R	W	R	R	R	R	W	R	W	W	6	4	6	4	60	60
16	Walker	R	R	R	R	R	W	R	R	W	W	W	6	4	9	10	60	47
17	Ertel	D	R	W	R	R	R	R	W	W	R	R	7	3	14	5	70	70
18	Walgren	D	W	R	R	-	R	R	W	R	R	R	7	2	14	5	78	70
19	Goodling, W.	R	R	R	R	R	W	-	W	W	W	W	4	5	30	50	44	38
20	Gaydos	D	W	W	R	R	R	-	-	R	R	W	5	3	55	6	63	90
21	Bailey	D	W	R	R	R	R	R	W	R	R	R	8	2	8	2	80	80
22	Murphy	D	W	W	R	R	R	-	W	W	R	W	4	5	13	6	44	68
23	Clinger	R	-	W	R	R	R	R	W	W	R	W	5	4	5	4	56	56
24	Marks	R	R	R	R	R	R	R	W	R	W	W	7	3	15	5	70	75
25	Atkinson	D	W	W	R	R	R	R	W	R	R	R	7	3	7	3	70	70
	RHODE ISLAND																	
1	St. Germain	D	W	R	R	R	R	R	R	-	R	R	8	1	117	8	89	94
2	Beard	D	W	W	R	R	R	R	W	W	R	R	6	4	23	7	60	77
	SOUTH CAROLINA																	
1	Davis	D	-	R	R	R	R	R	W	W	-	-	5	2	29	15	71	66
2	Spence	R	R	R	R	R	W	R	W	W	W	W	5	5	18	35	50	34
3	Derrick	D	-	R	R	R	R	-	W	-	R	R	6	1	19	7	86	73
4	Campbell	R	R	W	R	R	R	-	W	W	W	W	4	5	4	5	44	44
5	Holland	D	W	-	R	R	-	R	W	R	R	R	6	2	15	8	75	65
6	Jenrette	D	W	R	R	R	R	R	W	R	-	-	6	2	18	8	75	69
	SOUTH DAKOTA																	
1	Daschle	D	W	R	R	R	R	R	R	W	W	W	6	4	6	4	60	60
2	Abdnor	R	R	W	-	R	R	R	W	W	R	W	5	4	14	25	56	36

R in favor of RLEA Position
W against RLEA Position
— Absent or Not Voting

HOUSE OF REPRESENTATIVES

Dist.	State	Party	1	2	3	4	5	6	7	8	9	10	Total This Cong. R	Total This Cong. W	Cumulative R	Cumulative W	% Right This Cong.	% Right Cumulative
	TENNESSEE																	
1	Quillen	R	R	R	R	R	W	R	W	W	R	R	7	3	41	76	70	35
2	Duncan	R	R	R	R	R	R	R	W	W	R	W	7	3	40	68	70	37
3	Bouquard	D	R	R	R	R	R	R	W	W	R	W	7	3	16	13	70	55
4	Gore	D	W	R	W	R	R	W	W	W	R	R	5	5	11	9	50	55
5	Boner	D	W	R	R	R	R	-	W	R	R	R	7	2	7	2	78	78
6	Beard	R	R	W	R	R	R	R	R	R	W	W	7	3	14	26	70	35
7	Jones	D	R	R	R	R	R	R	W	R	R	R	9	1	37	23	90	62
8	Ford	D	W	R	R	R	R	R	W	-	R	W	6	3	19	8	67	70
	TEXAS																	
1	Hall	D	R	R	R	R	R	R	W	W	W	R	7	3	10	9	70	53
2	Wilson, C.	D	R	R	R	R	R	R	W	W	R	R	8	2	27	7	80	79
3	Collins	R	R	W	W	W	W	R	W	R	W	W	3	7	12	55	30	18
4	Roberts	D	R	W	R	R	R	R	W	W	R	R	7	3	56	61	70	48
5	Mattox	D	R	R	R	R	W	R	W	W	W	R	6	4	13	7	60	65
6	Gramm	D	R	R	W	R	R	R	W	W	W	R	6	4	6	4	60	60
7	Archer	R	R	R	W	R	W	R	W	W	W	W	4	6	8	47	40	15
8	Eckhardt	D	W	R	R	R	R	W	R	W	R	R	7	3	74	8	70	90
9	Brooks	D	R	W	R	R	R	R	W	W	R	R	7	3	147	34	70	81
10	Pickle	D	R	W	R	R	R	R	W	W	R	R	7	3	71	41	70	64
11	Leath	D	R	W	R	R	R	R	W	-	W	R	6	3	6	3	67	67
12	Wright	D	R	R	R	-	R	R	W	W	R	R	7	2	125	30	78	81
13	Hightower	D	R	R	R	R	R	R	W	W	R	R	8	2	20	9	80	69
14	Wyatt	D	R	W	R	R	R	-	W	W	R	R	6	3	6	3	67	67
15	De LaGarza	D	R	R	R	R	R	R	W	W	R	R	8	2	59	39	80	60
16	White	D	R	R	R	R	R	R	W	W	R	R	8	2	66	37	80	63
17	Stenholm	D	R	W	W	R	R	R	W	W	W	R	5	5	5	5	50	50
18	Leland	D	W	R	-	R	R	R	W	-	R	W	5	3	5	3	63	63
19	Hance	D	R	W	R	R	R	-	W	W	W	R	5	4	5	4	56	56
20	Gonzalez	D	W	R	R	R	R	R	R	W	R	R	8	2	113	15	80	88
21	Loeffler	R	R	W	R	R	R	R	W	W	W	W	5	5	5	5	50	50
22	Paul	R	R	W	W	W	W	R	R	R	W	W	4	6	4	8	40	33
23	Kazen	D	R	R	R	R	R	R	W	W	R	R	8	2	58	22	80	73
24	Frost	D	R	R	R	R	R	R	W	W	R	R	8	2	8	2	80	80
	UTAH																	
1	McKay	D	R	W	R	R	R	R	W	-	R	R	7	2	42	10	78	81
2	Marriott	R	R	W	R	R	R	R	-	W	R	W	6	3	9	9	67	50
	VERMONT																	
Al	Jeffords	R	W	W	R	R	R	R	R	R	R	W	7	3	20	7	70	74

R in favor of RLEA Position
W against RLEA Position
— Absent or Not Voting

HOUSE OF REPRESENTATIVES

Dist.	State	Party	1	2	3	4	5	6	7	8	9	10	Total This Cong. R	Total This Cong. W	Cumulative R	Cumulative W	% Right This Cong.	% Right Cumulative
	VIRGINIA																	
1	Trible	R	R	W	R	R	R	R	W	R	R	W	7	3	10	10	70	50
2	Whitehurst	R	R	W	R	R	W	R	W	R	R	W	6	4	32	33	60	49
3	Satterfield	D	R	W	R	R	W	R	W	R	W	W	5	5	30	57	50	34
4	Daniel, Jr.,R.W.	R	R	W	R	R	W	R	W	R	W	W	5	5	15	27	50	36
5	Daniel, D.	D	R	W	R	R	W	R	W	R	R	W	6	4	23	44	60	34
6	Butler	R	R	W	W	R	R	R	W	R	W	W	5	5	15	30	50	33
7	Robinson	R	R	W	R	R	R	R	W	R	R	W	7	3	13	42	70	24
8	Harris	D	W	R	R	R	R	R	W	R	R	W	7	3	21	9	70	70
9	Wampler	R	R	W	R	R	R	R	W	R	R	W	7	3	34	46	70	43
10	Fisher	D	W	W	R	R	R	R	W	W	R	R	6	4	22	6	60	79
	WASHINGTON																	
1	Pritchard	R	R	R	R	R	R	-	-	R	R	R	8	0	23	16	100	59
2	Swift	D	W	W	R	R	R	R	R	R	R	R	8	2	8	2	80	80
3	Bonker	D	W	R	R	R	R	-	W	W	R	R	6	3	21	7	67	70
4	McCormack	D	W	R	R	R	R	R	W	-	R	R	7	2	45	8	78	85
5	Foley	D	R	R	R	R	R	R	W	W	R	R	8	2	86	12	80	88
6	Dicks	D	W	R	R	R	W	R	W	R	R	R	7	3	13	5	70	72
7	Lowry	D	W	R	R	R	R	R	W	R	R	R	8	2	8	2	80	80
	WEST VIRGINIA																	
1	Mollohan	D	W	R	R	R	R	R	W	W	R	R	7	3	54	8	70	87
2	Staggers	D	W	R	R	R	R	R	W	R	-	R	7	2	200	11	78	95
3	Hutchinson	D	-	-	-	-	-	-	-	W	R	W	1	2	123	15	33	89
4	Rahall	D	R	R	R	R	R	R	W	W	R	R	8	2	16	4	80	80
	WISCONSIN																	
1	Aspin	D	W	R	R	R	R	R	W	R	R	R	8	2	46	7	80	87
2	Kastenmeier	D	W	R	R	R	R	R	R	R	R	W	8	2	134	13	80	91
3	Baldus	D	W	R	R	R	R	R	W	-	R	R	7	2	22	4	78	85
4	Zablocki	D	W	W	R	R	R	R	-	R	R	R	7	2	204	6	78	97
5	Reuss	D	W	W	R	R	R	R	W	R	R	-	6	3	158	9	67	95
6	Petri	D	R	-	W	R	W	-	R	R	W	W	4	4	4	4	50	50
7	Obey	D	W	R	R	R	R	R	R	R	W	R	8	2	55	13	80	81
8	Roth	R	R	R	R	R	W	-	R	R	W	W	6	3	6	3	67	67
9	Sensenbrenner	R	R	R	W	R	W	-	R	W	W	W	4	5	4	5	44	44
	WYOMING																	
Al	Cheney	R	R	R	R	R	W	R	W	W	W	W	5	5	5	5	50	50

W. D. Best reports on how to apply for railroad retirement benefits

When the time comes for you to retire, you will want to start receiving your annuity from the U.S. Railroad Retirement Board as soon as possible. Delays can be avoided if you know what steps to take and what documents to bring when you apply for benefits. The following questions and answers describe these steps and documents, and they should be helpful to railroad employees planning their retirement.

(1) I'm just starting to think about my retirement plans. When should I first contact the Railroad Retirement Board?

It would be best to contact the nearest district office of the Railroad Retirement Board a few months before you intend to retire. That way, you can be sure that the records regarding your age are in order and that you meet the eligibility requirements for an annuity. A Board representative will be pleased to prepare an annuity estimate for you and your spouse, explain your benefit rights and answer any questions you may have.

To locate the nearest Board office, look in your telephone directory under "United State Government" listings or check with your employer, your local Post Office or the nearest Federal Information Center.

(2) What documents will I be required to submit when I actually retire?

For an employee annuity, you will be required to submit proof of your age and, if you had active service in the Armed Forces, proof of your military service. If you are applying for a disability annuity, Board personnel will give you instructions for obtaining supporting medical evidence.

When your husband or wife applies for a spouse annuity, he or she will have to provide proofs of age and marriage.

(3) What are suitable proofs of age, marriage and military service?

The best proof of age is a certified copy of the civil, church or hospital record of your birth that was made at, or near, the time of your birth. If such proof is not available, you should present the oldest records that you can locate, such as census records, school records, insurance policies, military discharge papers, fraternal organization records, and any other similar types of documents. It is advisable to

For all residents (US and Canada):

Form ML-1 Rev. 8/80

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Local Lodge No. _____ **Certificate No.** _____

Retired Member _____ **Non-Member** _____

contact a Board office a year or two before you plan to retire if you do not have suitable proof of your age. Otherwise you may miscalculate your eligibility date, or work past your supplemental annuity closing date. This is also important for Medicare purposes.

The best proof of marriage is a certified copy of the public or church marriage record or the original marriage certificate.

Proof of military service may be the original or a copy of the certificate of your discharge or any official military record that shows the dates of your active service.

It is advisable to assemble these proofs in advance of your retirement, so that you will have them available when you apply for your annuity.

(4) Will I have to establish proof of my railroad service?

The Board has a record of your railroad service after 1936. If you had railroad service before 1937, you can file a statement at any Board office to claim credit for such service. If you have already filed such a statement, or if you will have 30 or more years of service after 1936 at retirement, it will not be necessary to submit this statement. Otherwise, you should file this statement a few months before you actually retire.

(5) What steps should I take when I'm ready to retire?

To receive retirement benefits you must leave your railroad job and usually, any nonrailroad job you have. However, if you are self-employed in your own unincorporated business, you may not need to give up that work. You may also continue to serve as an elected public official in the United States.

If applying for an age annuity, you must relinquish your rights to return to railroad service and relinquish any other employment rights. If applying for a disability annuity, you must stop working for any railroad or nonrailroad employer; but you may retain your employment rights until age 65 or until a supplemental annuity or spouse annuity is payable.

You must also file a retirement application with the Board to receive benefits.

(6) When should I apply for my annuity?

The best time to file for your annuity is immediately after you stop working, not before that time. If you file for your annuity before you stop working, this can delay the payment of benefits to you, since you would have to file an additional statement later, verifying that you had stopped working and had relinquished your rights to return to work.

(7) How soon after I apply will I begin receiving my annuity?

Payment at an estimated rate generally begins a few weeks after an application is filed. When final calculations are completed, generally within 60 to 90 days of filing, any additional amounts due are paid retroactive to the annuity beginning date.

For disability annuities, no payment is made until all medical evidence has been evaluated. This usually takes at least 60 to 90 days, since medical records have to be obtained from your doctor and hospital. The Board may also ask you to report for medical examinations. However, once disability has been established, benefit payments are made retroactively.

(8) What are the work and earnings restrictions that apply to employee and spouse annuitants?

No railroad retirement annuity is payable for any month an employee or spouse annuitant works for any railroad or returns to work for the last preretirement nonrailroad employer. In addition, an annuity may be reduced because of earnings from other employment.

For employees who retired on the basis of age and for spouses, a reduction in benefits may be made if earnings exceed certain annual limits. In 1980, the earnings limit is $3,720 for annuitants under age 65 and $5,000 for those age 65-71. The reduction is $1 in benefits for each $2 earned over the annual limit; but only a portion of the annuity is subject to reduction, and some annuitants are not affected at all. Therefore, the Board notifies annuitants individually as to how earnings can affect their annuities.

For employees receiving disability annuities, any work or earnings are examined closely to determine whether they indicate recovery from disability, which could require termination of the annuity. In any case, benefits are lost if a disability annuitant earns $2,500 or more in a year. In general, one month's annuity is lost for each $200 earned over $2,400 in a year, but benefits are not lost for any month in which earnings are $200 or less. These earnings restrictions apply to disability annuitants until age 65, even if the annuitant could have qualified for an unreduced annuity, based on age and service, at an earlier age.

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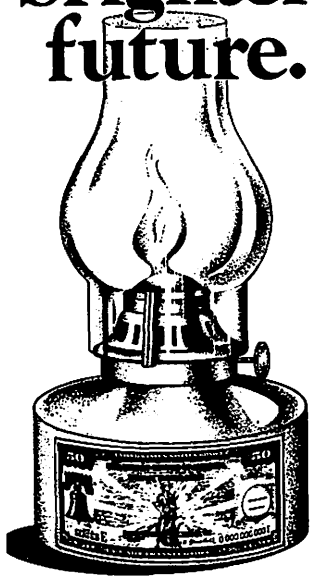

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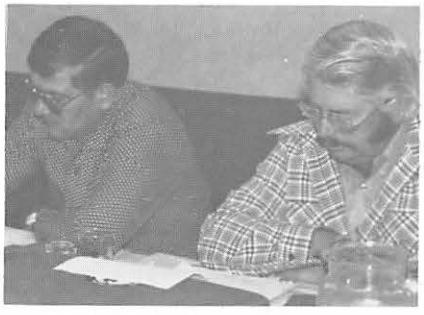
At the Denver general committee meeting are (from the left): L. F. Parker, Aurora-Galesburg Lodge 103; C. R. Adkison, local 103; and H. Heilman, Great Northern Lodge 154.

Also attending the general committee meeting are (from the left): W. D. Kreutzer, local 119; R. L. Jordan, Vancouver Lodge 188; W. J. Gee, local 188; and M. R. Willer, local 188.



Studying material at the general committee meeting are: B. J. McComb, St. Paul Lodge 87; and G. E. Brown, local 87.

BN general committee meets

The Burlington Northern general committee met for three days in May in Denver, CO. Chairing the meeting was William A. Class, Jr., general chairman. Brother Class reported on activities and negotiations with the BN and its subsidiary companies in which signalmen are employed. Financial report was presented by Robert F. Richardson, assistant general chairman-general secretary-treasurer. H. Heilman, chairman of the board of trustees, reported that the trustees had met in St. Paul in November, 1979 and had audited the books and found them in proper order.

R. T. Bates, BofRS president, discussed several items of interest to members of the BN general committee. They included the following: the railroad retirement system and its financial difficulties; problems facing the signalmen on the Milwaukee and Rock Island railroads; problems where rapid transit authorities are purchasing or operating over railroad rights-of-way; revisions to the present Signal Rules, Standards & Instructions now being considered by the Federal Railroad Administration; Amtrak's proposal for a cab signal system in northeast corridor between Washington, DC and Boston, MA; and the need to negotiate a new wage and fringe benefit agreement next year with the carriers on a national basis.

W. D. Best, secretary-treasurer, reported on the progress and use made of the headquarters' computer. As one example of the capability that the computer now provides grand lodge, Brother Best reported that a membership survey will be made asking members what they consider are priority items in the wage and fringe benefit negotiations. The mechanics of the survey and

Two members of Great Northern Lodge 154 attended the BN general committee meeting. They are D. J. Meech (left), and R. L. Dykhoff.

Trustees of the Burlington Northern general committee are (standing, left to right): G. E. Brown, member; H. Heilman, chairman and C. R. Adkison, secretary. Seated are R. F. Richardson (left), assistant general chairman and general secretary-treasurer and W.A. Class, Jr., general chairman.

Taking part in the general committee meeting (from the left) are: B. D.Anderson, Lincoln Lodge 119, R. J. Bollinger, local lodge 119 and R. D. Frank, local 103.

Interested in the general committee meeting are (from the left) are: P. M. Johnson, local 103; T. R. Catherall, Essman Lodge 133; and T. L. Reiners, Lincoln Lodge 119.

Looking toward the speaker is R. E. Gibbs (left), local 87 and J. J. Wilkowski, local 154.

tallying of votes will be handled by the computer which will provide results in a timely manner so that BofRS negotiators will be able to use survey results as guidelines during their negotiations. Brother Best also reported that grand lodge will be compiling a manual for the help and instruction of secretary-treasurers. Also, he discussed the Signalmen's Political League and the need particularly this year for contributions by members to help support those congressional candidates who have had good labor voting records and who support issues which are of help to working men. Of particular interest, of course, is that there are several congressmen who have been most helpful in passing legislation that has benefited railroad workers such as the Milwaukee Road and the Rock Island employee protection bills as well as two bills now in Congress

which will provide increased funding for the railroad retirement system.

John T. Bass, vice president, discussed current matters concerning BN and the signalmen working for the BN system. He reported that there have been some preliminary discussions concerning revision of the present signalmen's agreement. In this area as in many others, Brother Bass has worked very closely with general chairman Class. In response to a question concerning getting information to members about the progress of negotiations in the national wage movement, Brother Bass explained how negotiations were handled and said that it was not always possible to provide information on a timely basis to the membership, particularly as some of the information developed during negotiations is handled on a very rapid basis and may change from day to day.

Several topics and subjects were discussed during the three day meeting. Some of them were:

—Update of the agreement consisting of memorandums, letters and agreements since 1972.

—Payment of expenses to the members.

—Burlington Northern-Frisco merger including an agreement that was negotiated for the protection of employees involved in the merger.

—Discussion of nine convention resolutions that had been referred to the general committee for handling.

—Burlington Northern signal training program in which Robert L. Schmidt, manager signal and communications training, spent time with the committee describing the training program and answering questions. Schmidt said that they had increased the volume of educational material and examinations during the first two steps of the training program in order to weed out some trainees who would have trouble completing the program at a later date. Brother Class said he was happy to report that this method has been working quite well.

—Vandalism, always a problem in urban areas, has now become a greater problem in one area because the vandals apparently have access to signal department keys and a knowledge of signal circuits so that the vandalism is not always just breakage of signal lenses or equipment.

—Choosing a signalman trainee of the year. Brother Class reported that the BN originally had three brothers nominated for this honor. They were O. E. Kelley, Denver region, who was selected by Brother Class; D. E. Niswender of

Milwaukee Road delegates from last year's BofRS convention in Chicago included the following (left to right): Jeffrey L. Barton, vice general chairman; Adrian W. Kast, recording & financial secretary, Avery Lodge 4; Larry M. Hanson, local president, local lodge 219; Timothy L. Lyon, recording & financial secretary, Milwaukee Lodge 61; Leo T. Davies, general chairman and general secretary-treasurer; Thomas Stone, local lodge 219; and John Wertish, Minneapolis Lodge 220.

Missouri Pacific and Texas & Pacific delegates to the 1979 BofRS convention are shown here: Standing (left to right) are: O. J. Lunsford, local chairman, Missouri Lodge 72; P. J. McMahan, local chairman, Missouri Lodge 72; G. W. Holmes, local president, local lodge 72; G. R. Jones, delegate, Fort Worth Lodge 141 (T&P); and D. B. McCarty, general chairman (T&P), local chairman, local lodge 141. Seated (left to right) are: C. W. Files, local chairman, local 72; W. D. Corn, general chairman, MP general committee; W. B. Harwell, Jr., BofRS vice president; R. R. Sweeton, recording secretary, local lodge 72; and R. N. Baker, general secretary-treasurer, MP general committee.

the Denver region and J. L. Molenda of the Billings region. Brother Class wrote to each of the members, talked to them on the telephone and reviewed their work in the signal training program.

—Much discussion was held on possible revisions to several rules in the present agreement.

—Discussion was also held concerning per diem allowances and mileage allowances for various classifications of positions.

A slide presentation and explanation of the effects of laws on the duty of fair representation was presented by V. M. Speakman, Jr., grand lodge representative. Brother Speakman also answered questions from members of the general committee.

Another slide presentation was presented by W. W. Lauer, director of research, on the Hours of Service Act and its application to signalmen. He also answered questions and passed out written material explaining the provisions of the Hours of Service Act and its interpretation.

Norfolk & Western delegates to last year's BofRS convention are (standing left to right): H. H. Hock, local chairman, Nickel Plate Lodge 166; S. C. Stone, local chairman, Wabash Lodge 55; B. V. Clyburn, local chairman, Goodwin Lodge 77; C. S. Chandler, BofRS vice president; and D. E. Creed, local chairman, local lodge 55. Seated (left to right) are: B. R. Pierce, local chairman, King Lodge 201; W. D. Pickett, local chairman, local lodge 77; V. J. Sartini, general chairman and general secretary-treasurer; J. L. Howard, local chairman, local lodge 77; and M. D. Knuckles, recording & financial secretary, local lodge 169.

Seaboard Coast Line delegates to the 1979 Brotherhood of Railroad Signalmen's Convention are shown as follows: Standing (left to right) are: J. W. Powers, signal inspector from Sandford, FL; George G. Gross, general chairman from Manchester, GA; R. D. Platt, signal maintainer from Waycross, GA; and T. E. Manness, Jr., signal maintainer from Florence, SC. Seated (left to right) are: J. C. Baldwin, signal inspector from Florence, SC; E. G. McGriff, signal maintainer, Monks Corner, SC; S. R. Jenkins, signal maintainer, Tampa, FL; J. W. Harrington, signal maintainer, Monroe, NC; and R. S. Rawls, signal foreman.

UP general committee meets

The regular meeting of the Union Pacific general committee met in May at Denver, CO. W. R. Evans, general chairman and general secretary-treasurer conducted the meeting. Members were brought up-to-date on national matters by President R. T. Bates. He discussed the financing difficulties of the railroad retirement system; proposed revisions of the Signal Rules, Standards & Instructions now before the Federal Railroad Administration; Amtrak's proposal for a new cab signal system in the northeast corridor between Washington, DC and Boston, MA; and the next national wage and fringe benefit contract to be negotiated next year.

W. D. Best, secretary-treasurer, brought the UP general committee up-to-date on the progress in use of the headquarter's computer.

The duty of fair representation and a general discussion on the handling of claims and grievances was explained by V. M. Speakman, Jr., grand lodge representative.

How the Hours of Service Act affects signalmen was discussed by W. W. Lauer, director of research.

John T. Bass, vice president, reported on present negotiations with carrier officers concerning a revised agreement with the signalmen. Brothers Bass and Evans have been working on this agreement revision for some time. They anticipate that there's a good possibility that a revised agreement will be signed this year.

Pacific-Southwest committee meets

The May meeting of the Pacific-Southwest general committee saw the election for a full term of Owen C. Lewis as general chairman and George Bozaan as general secretary-treasurer. Other officers attending this meeting included the following vice-general chairmen: George Bozaan for the Pacific Electric; K. R. Johnson for the Western Pacific; B. D. Maxwell for the Missouri-Kansas-Texas; C. D. Plummer for the Texas & Louisiana Lines-SP and K. D. Raney for the St. Louis Southwestern.

Matters of national interest to signalmen were reviewed and described by R. T. Bates, BofRS president; the headquarters' computer operation and the help that it will give to members as well as local secretary-treasurers was described by W. D. Best, secretary-treasurer; the duty of fair representation was explained by V. M. Speakman, Jr., grand lodge representative. The Hours of Service Act and its impact upon signalmen was described by W. W. Lauer, director of research. John T. Bass, vice-president, discussed current negotiations with Southern Pacific concerning several matters of interest to members.

United Signalmen report progress

In a recent newsletter to members Bernard E. Britcher, general chairman of the United Signalmen general committee, reported on progress with ConRail in negotiating a new single working agreement. Of interest to those not on ConRail might be the fact that Brother Britcher reports that there are 201 job titles in the signal department throughout ConRail and the problem in writing a new agreement is that the job titles must be fit into twelve classes. "This involves over 3,000 individuals' seniority, many of which have different job titles, rates of pay, etc., but perform the same type of work", says Britcher. Also the former railroads that make up ConRail have had varying rates of pay. In some cases, there's as much as 15¢ an hour difference in the same classification on different railroads now all under ConRail. He reports that they have been meeting regularly with ConRail labor relations and communications and signal officers and that considerable progress is being made on many of the key issues.

Concerning overtime assignments, Britcher reports that he has been able to finalize a call list agreement with ConRail labor relations. The agreement contains broadly defined guidelines which the local people, that is the local chairman and the signal supervisor, are to use in setting up call lists.

System signal shop at Columbus, OH now has 70 employees who repair and test signal equipment. Also case wiring is done almost exclusively at Columbus including bungalows for ctc and other signal projects such as rail highway crossing warning systems. With the

Illinois Central Gulf delegates at last year's BofRS convention are shown at one of their caucus meetings and posed for the TSJ camera. Left to right they are: R. P. Vallandingham, local chairman, Cairo Lodge 51 North; J. D. Warden, local chairman, Gilman Lodge 81; D. J. Hoyle, recording & financial secretary, Jackson Lodge 191; P. V. Allred, recording & financial secretary, Memphis Lodge 162; D. E. Cureington, local chairman, Miss Lou Lodge 107; B. J. Woodruff, general chairman and general secretary-treasurer, ICG; J. W. Davis, local chairman, local lodge 51 South; H. L. Cash, local chairman and recording and financial secretary of Kentucky Lodge 46; D. H. Lattner, local chairman and recording & financial secretary of East Dubuque Lodge 29 East; and A. J. Louder, local chairman, local lodge 29 West.

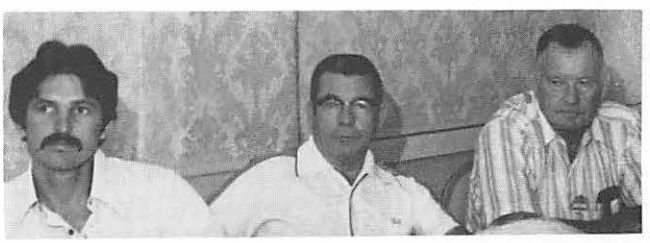
Northeast General Committee delegates at the BofRS convention last year are shown here. Standing (left to right) are: Sam Forson, member, Hocking Lodge 216, C&O; James H. Walker, local chairman, Noble Lodge 3, IHB; John P. Messock, recording secretary, Valley City Lodge 123, C&O; Donald J. Lane, local chairman, local lodge 123, C&O; James Huff, member, Clifton Forge Lodge 89; Edward L. Valencia, local chairman, local lodge 123, C&O; Theodore J. Daniels, local chairman, Gateway Lodge 135, C&O; and Nicholas Bulthuis, local chairman, local lodge 3, C&WI. Seated (left to right) are: Russell G. Hagley, local chairman, Hocking Lodge 216 and chairman board of trustees, Northeast General Committee, C&O; Frank T. Branham, local chairman, Tri State Lodge 136 and vice general chairman, C&O; Harvey H. Parker, general chairman, Northeast General Committee; Robert C. Buck, local chairman, Durand Lodge 14, GTW and vice general chairman; Bruce A. Hazard, recording & financial secretary, local lodge 14, GTW; and Melville E. Penrose, local chairman, local lodge 123, C&O.

cooperation of ConRail, the BofRS union label will now be placed in bungalows, instrument cases or on equipment that goes out of this Columbus signal shop.

Louisville & Nashville delegates are shown in one of their caucus sessions at last year's BofRS convention. Shown here (left to right) are: M. D. Warner, Risedon Lodge 208, Atlanta division; J. J. Mattingly, Nashville Lodge 71, Evansville division; and W. L. Harlow, Latonia Lodge 176, Cincinnati division.

At this L&N caucus session, H. H. Parker (standing), Chesapeake & Ohio general chairman, was presenting his candidacy for the office of a member of the Grand Board of Trustees. Listening to Brother Parker's presentation are (from the left): R. W. Lawson, Corbin Lodge 158, Knoxville division; C. B. Neubert, local lodge 158, Knoxville division; T. C. Jones, Nashville Lodge 71, Evansville division; and R. B. Flowers, delegate-at-large, general chairman, L&N general committee.

Other L&N delegates at the caucus session included (from the left): T. M. Nalley, Lucky Lodge 13, Louisville division; B. R. Bailey, Sr., local lodge 25, Chicago subdivision; and W. F. Richardson, local lodge 25, Chicago subdivision.

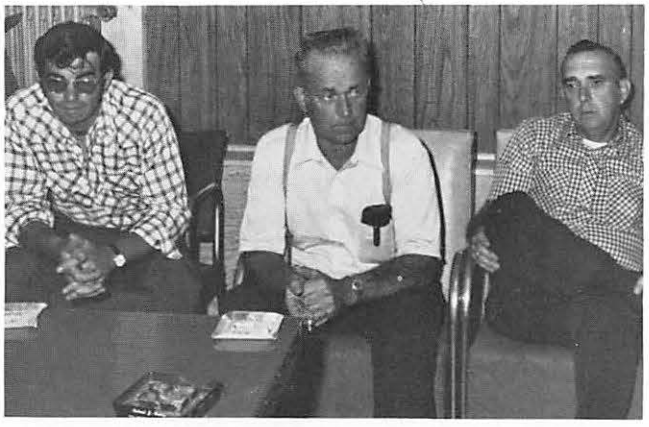


Southern delegates to the BofRS convention last year included the following: Standing (left to right) are: P. D. Yelton, Walters Lodge 110; H. E. Bennett, Miller Griffith Lodge 49; C. S. Chandler, BofRS vice president; C. R. Vaught, general chairman; D. M. Helton, local 49; C. E. Yelton, local 110; and C. H. Tankersley, local 49. Seated (left to right) are: K. E. Riner, local 110, V. J. Jackson, local 49; T. E. Early, Jr., local 49; J. R. Laird, local 49 and J. B. Dumas, F. B. Stanley Lodge 11.

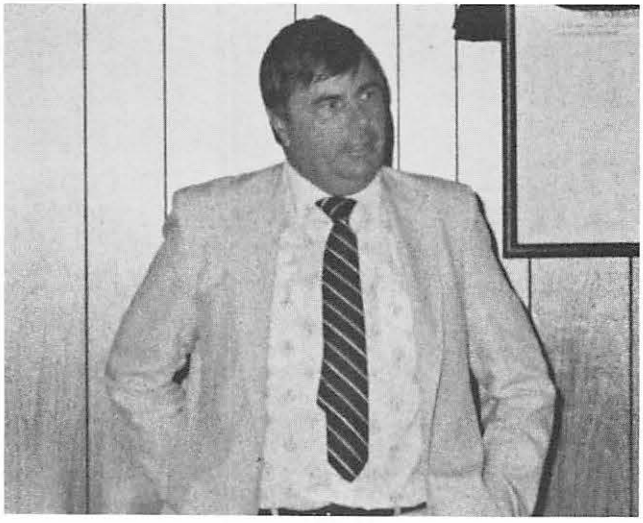
Baltimore & Ohio delegates at the 1979 BofRS convention shown here are (standing left to right): Charles T. Green, local chairman, Monumental City Lodge 31; Kenneth D. Yutzy, financial secretary, local lodge 31; and James A. Anderson, vice general chairman. Seated are: J. R. McDonald (left), general chairman; and Charles S. Chandler, BofRS vice president.

Local Lodge News

Local 115 meets in Waterville, ME

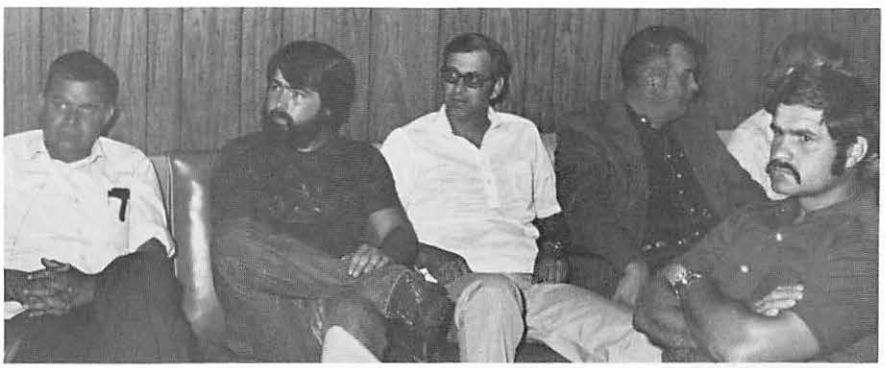


At the Waterville meeting were Al H. Malm (left) assistant signalman; F. E. Pickens, signal maintainer, and John K. Caldwell (right) signal maintainer.

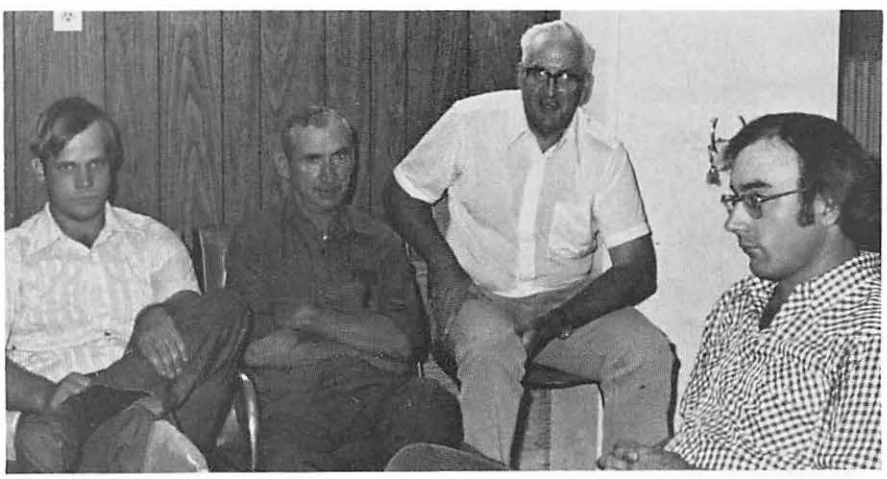


Bringing members up to date on wage negotiations, the railroad retirement fund and improvements in fringe benefits as well as updating the MEC agreement, was John E. Hansen, BofRS vice president. Also, he discussed application of the Hours of Service Act on signalmen and answered many questions from members concerning problems and conditions pertaining to them.

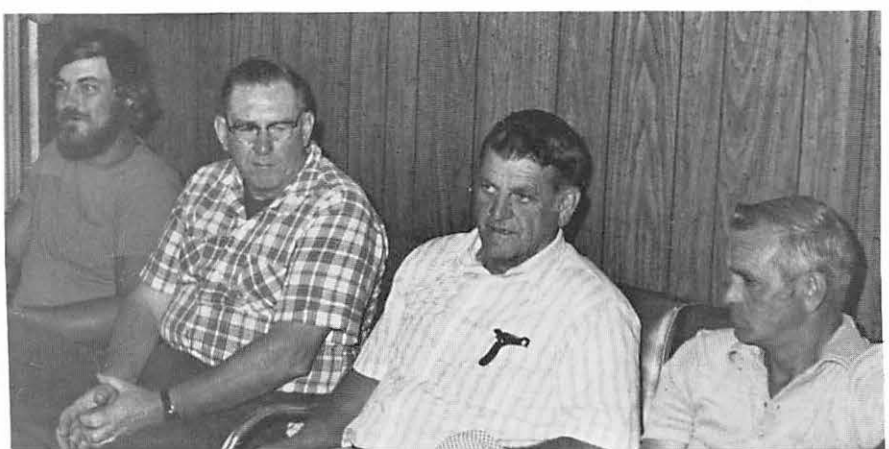
July meeting of Local 115 of Maine Central signalmen was held in Waterville, Maine. At the head table were (left to right): Phillip G. Lawrence, recording & financial secretary (a signal testman); Kenneth C. Poore, general chairman (leading signal maintainer); Ray H. Sawyer, local president (signal foreman); and F. E. Pickens, chaplain (signal maintainer).



Interested in the meeting are (from the left): Frank L. Coffin, Jr., local chairman (signal maintainer); Aaron K. Blethen, signal helper; Tom A. Merrigan, Jr., signal maintainer; Ray H. Sawyer, signal foreman; and Allan D. Veilleux (with arms crossed) signalman.



Watching the TSJ camera are (from the left): Andy J. Cash, assistant signal maintainer; Bert F. Pennell, signal maintainer; and Paul M. Shannon, signal testman. Gregory L. Strout (right) signal maintainer was not distracted by the camera.



Also at the meeting were (from the left): Keith A. Worcester, signal helper; Forest R. Strout, signal maintainer; Albert S. Thrasher, Jr., local chairman; and Leroy O. Duplisea, signal maintainer.

By-law revision was one of the main topics discussed and approved at the August meeting of Noble Lodge 3 in Riverdale, IL. Shown here (left to right) are: J. D. Yates; James H. Walker, local chairman; R. W. Yates; R. P. Fellinger; and Harry Levinson (C&WI). Except for Brother Levinson, the others work on the Indiana Harbor Belt.

IHB-C&WI local 3 meets in August

Listening to a question at the local 3 meeting is Harvey H. Parker (left), general chairman. The meeting was conducted by W. S. Carlson (right) local president. Nicholas F. Bulthuis (center) is local chairman for the Chicago & Western Indiana members of local 3.

Local 8 meets in Kansas

Rock Springs Lodge 8 of the Union Pacific met at Marysville, KS on April 19. At the meeting were four local lodge officers, three local chairmen, sixteen members and one retired member. Reports of the three grievance committees were made by M. W. Brown for the Kansas Division, W. M. Lucas for the Wyoming Division and L. M. Priel for the Nebraska Division.

Some of the topics discussed at the meeting including furnishing of trucks for some maintainers who have only motor cars; the need for more motor car set-offs; Thursday and Friday rest days; meals for maintenance people; raising of mileage to 18½ cents per mile for those who drive their own car with permission from proper authority of the carrier. There was considerable discussion concerning Thursday and Friday rest days. Comments were both for and against the proposition. One point made is that Thursday and Friday rest days will allow the carrier to have coverage on the weekends.

B&M local 120 met in June

At the June, 1980 meeting of Bay State Lodge 120 there was considerable discussion about the agreement. The discussions centered around Article III, section 6, which is concerned with force reductions or position abolishments and Article IV, section 6, which is concerned with temporary vacancies. These two sections may be revised.

David Lamson, recording secretary, sent members minutes of the meeting plus a ballot in which they can choose a version of the amendments. Results of the ballot will be sent to the general committee for their guidance in discussing agreement revision with the carrier.

Brother Lamson reported that local 120 now belongs to the Greater Lowell Central Labor Council. Among the benefits from belonging to the organization are service related programs. One of these mentioned by Brother

Lamson is The Union Plaza Professional Center, Lynn, MA which provides medical and legal professional services to union members at discount rates. These services are available to all members of local 120.

A very good attendance at the June meeting indicated the interest in the local as well as continued strong interest in possible revisions to the present agreement.

Obituaries

Louis C. Brown, 81, retired signal inspector for the former Pennsylvania railroad at Indiana Harbor, IN, died June 9, 1980. Brother Brown had completed 49 years of service when he retired in March, 1964. He was active in former local lodge 69 and had held positions of chief signalman, recording & financial secretary and chairman of the audit committee.

John D. Foote, employed in the signal department of the Chicago & North Western and a member of local lodge 130, died July 17, 1980.

Milton L. Forbes, retired signal maintainer for the former Great Northern at Glasgow, MT, died June 21, 1980. Brother Forbes had completed 43 years of service when he retired in June, 1968. He had been a member of Great Northern Lodge 154.

I. W. Jackson, a retired signal maintainer for the Santa Fe at Woodward, OK, died March 2, 1980. Brother Jackson had completed 32 years of service when he retired in January, 1975. He was a member of Rocky Mountain Lodge 161.

Frank J. Jiran, 85, retired signal maintainer for the Milwaukee Road at Groton, SD, died June 26, 1980. He had completed over 49 years of service when he retired in July, 1961. Brother Jiran had been active in Milwaukee Lodge 61 and had served as local chairman. At the time of his retirement he was a member of Minneapolis Lodge 220. Brother Jiran is survived by his widow Edna, two daughters Mrs. Frank LeFriec (Kathryn) of Spokane, WA; and Mrs. Dan Lovett (Jaci) of Norman, OK.

Carl L. Jones, Sr., retired signal maintainer of the Missouri Pacific at Hoisington, KS, died May 1, 1980. Brother Jones had completed 41 years of service when he retired in November, 1965. He was a member of Missouri Lodge 72. He is survived by his wife, Kathryn; a son, Carl L., Jr. of Oklahoma City; a brother and four sisters.

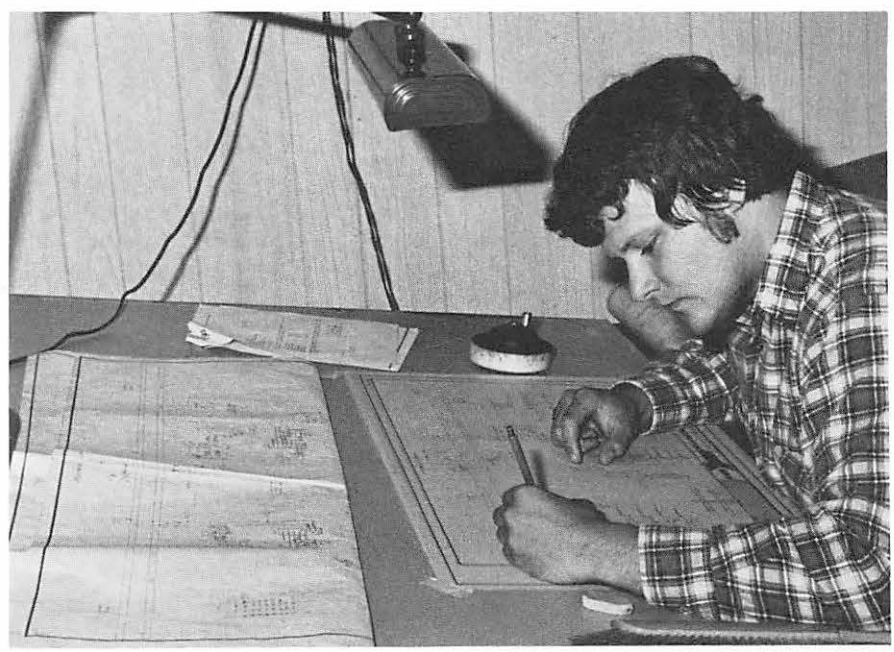
James E. Krowiorz, employed in the signal department of the Chicago & North Western and a member of J. C. Gerke Lodge 9, died March 12, 1980.

John L. Owen, retired signal maintainer for the Union Pacific at Paxton, NE, died recently. Mr. Owen had completed 33 years of service when he retired in July, 1970. He was a member of Rock Springs Lodge 8.

News About Members

SOUTHERN: C&S construction section won an engineering vice president's trophy in the 1979 safety contest. Also, C&S assistant vice president trophies were awarded to the following safety contest winners last year: Southeast district for operations, construction district gang #1, district gang #2, and system gang #2, communication and signalmen at Brosnan (Macon, GA), Inman (Atlanta, GA), de Butts (Sheffield, AL) and Sevier (Knoxville, TN), also won safety trophies.

ILLINOIS CENTRAL GULF: Two members of Grand Crossing Lodge 70 retired May 31, 1980.



Amtrak signalman Bruce E. Daron is shown drawing circuits at the Niles, MI signal office. Brother Daron is a member of Jackson City Lodge 28.

They are **Michael E. Erwin** and **John R. Mahoney. Jack W. Green,** a member of Memphis Lodge 162, retired April 1, 1980.

MISSOURI PACIFIC: **J. W. Pace,** a member of Missouri Lodge 72, retired June 1, 1980.

CONRAIL: **Frank A. Grimmer** and **A. P. Schmitt, Jr.,** members of Nutmeg Lodge 7, have retired. **Charles A. Lovett,** a member of Olean Lodge 134, has retired.

ST. LOUIS-SAN FRANCISCO: **J. M. Helms,** signal inspector at Richland, MO and **J. T. Noe,** signal maintainer at Memphis, TN, have retired. Brothers Helms and Noe are members of Frisco Lodge 129.

SANTA FE: **T. E. Edwards,** a member of Santa Fe Lodge 121, retired June 11, 1980.

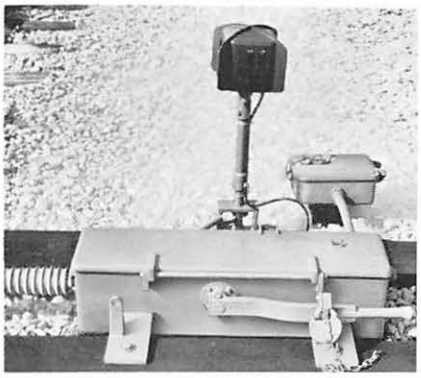
CHICAGO & NORTH WESTERN: **Ralph W. Brown,** signal maintainer on the Wisconsin division with over 45 years of service, has retired. Brother Brown is a member of J. C. Gerke Lodge 9. He retired May 30, 1980. **Ellis Geer,** foreman of the system signal shop at Proviso Yard, Chicago area, retired in June, 1980 after completing 43 years of service. Brother Geer is a member of local lodge 130.

CONRAIL: **Charles E. Howell,** a member of W. D. Best Lodge 45, retired May 31, 1980.

PUBLICATIONS OF INTEREST

Dozens of pamphlets and brochures have been added to the AFL-CIO publications list. For more information, contact the Department of Information, 815—16th Street, N.W., Washington, D.C. 20006.

Product News



W-C-H offers derail operators

The electric lock derail operator is a device that allows manual throwing of the derail after its electric lock has been released by remote control.

Western-Cullen-Hayes also has available the DeLectric derail operator which is a motorized unit that can be controlled to automatically position derails.

For more information write J. P. Schaefer, sales manager, Western-Cullen-Hayes, Inc., 2700 West 36th Place, Chicago, IL 60632.

Retarders are improved

A new hydraulically-operated piston accumulator for Model 50B retarders is less complex and more reliable than previous accumulators. The unit acts as a power transfer which is operated by air pressure to apply a hydraulic force actuating a ram assembly that causes the "braking" action of the retarder.

The new unit operates at a temperature range of minus 45°F to plus 165°F. There is no bladder in the unit. When replacement parts are needed only wear rings and seals are usually required. A complete conversion kit may be ordered separately to replace most bladder accumulators.

For more information write Union Switch & Signal Division-WABCO, 1789 Braddock Avenue, Swissvale, PA 15218.

Catalog features line fittings

A new catalog of National Telephone Supply Company covers compression splicing sleeves, taps, dead-ends and application tools for copper, Copperweld, steel, aluminum, ACSR and aluminum alloy wire and cable. The catalog also includes the well-known Nicopress splicing sleeves and tools. Included are photographs, product descriptions, specifications and selection charts.

For more information ask for Nicopress products #39 catalog, National Telephone Supply Co., 5100 Superior Ave., Cleveland, OH 44103.

Wheel detector is solid-state

A wheel detector has no moving parts or electronic components mounted on the rail, and detects wheels within a defined region at speeds down to 0 mph. Operating off a standard 12-volt battery, the detector is offered with a voltage pulse output or a relay contact closure output. The system is comprised of an encapsulated, magnetic detection unit that mounts easily on any weight rail, and a supporting electronic unit housed in a nearby foundation-mounted junction box.

For more information write General Railway Signal Co., P. O. Box 600, Rochester, NY 14602.

News from Canada

Enjoying his retirement party is Les Krogh (right) and his wife Pat who were honored on March 8, by fellow CP Rail employees at Mission, BC. The plaque under the picture at the left states: "Presented on his retirement to Les Krogh, signal maintainer CPR at Coquitlam." The dates under the semaphore signal 1946 is when Brother Krogh joined CP Rail and the 1980 under the searchlight signal is the date of his retirement. Brother Krogh is a member of Cariboo Lodge 192.

Labour's opportunities in 80's are given by CRLA

In a talk before the Canadian Transportation Research Forum, E. G. Abbot, executive secretary of the Canadian Railway Labour Association, described some of the problems and opportunities for labour in the 1980's. Here is an abstract of his talk.

We have in Canada, entering the 80's, a new basic configuration impacting upon the Canadian economic and political system:

government intervention at every level of economic life;

labour unions as a legitimate institution;

corporate enterprise.

The time has arrived when government, business and labour, must revise their attitudes to their respective responsibilities to ensure that there will be opportunities and not just problems in the 80's. A starting place in Canada, can be transportation. As a result of geography and geopolitics, transportation is and always has been at the core of Canada's political and economic survival. The 80's and beyond, give a clear indication that transportation will be more than ever, a prime factor in any economic and political scenario, devised to ensure Canada's existence as a political entity and the achievement of the economic growth crucial domestically and internationally.

A major problem faced by labour entering the 80's, is the public, business and government perception of the trade union movement and its objectives. The print and electronic media are to a large degree responsible for this perception. All that is ever reported in the print and electronic media, are the occasions when the collective bargaining process breaks down and a work stoppage is threatened or takes place. The vast majority of collective bargaining agreements however, result in settlements without work stoppages and go unreported by the media.

Two events in the transportation field received no mention whatsoever in the media and therefore as far as the public are concerned never took place. Fifteen separate labour unions represent over ninety thousand employees involved in the operation of Canada's rail networks. The unions bargain with the railway companies in Canada, jointly on an industry wide basis, in four groups: the Associated Non-Operating Unions; the Shopcraft Unions; the Locomotive Engineers and the

United Transportation Union. Contract termination dates for all groups are the same. **In early 1979, all railway union groups after negotiation, entered into three year collective agreements, ensuring industrial stability, as far as the railways are concerned, for a period of three years.** The negotiation of collective agreements without work stoppages is the norm, not the exception in railway collective bargaining. In addition, railway work rules are flexible enough to permit the movement of grain and other commodities, in any configuration required by the railway companies. Coal is moved by unit train to Rupert's bank by a continuous operation, as an example, grain could be moved if necessary, in the same manner or by any other method deemed expedient by the railway companies. In sum, the railway employees are responsible for running a transportation network by rail, whatever the commodity transported may be; grain, coal, potash, sulphur, etc., etc. The problems specific to the movement of grain must therefore be resolved by the federal, provincial and municipal politicians, the producers, port authorities, grain companies and the railway companies.

The introduction of VIA Rail Canada is another example of the media neglecting to reflect the positive aspects of labour, business and government cooperating to achieve a mutually beneficial objective. A completely new Crown corporation was created almost overnight, with no inconvenience to the Canadian public. This was as a result of many months of pre-planning and the involvement of management, government and labour in the planning required. Many firsts were achieved in this unique exercise. Employees were integrated from CP Rail and Canadian National into the new entity, VIA Rail Canada. Members of three independent railway unions were consolidated into one union by agreement rather than adversity. Benefits were provided to mitigate the impact upon older employees by early retirement provisions, severance payments and a variety of other protections were tailored to meet the circumstances of all the employees affected. The extraordinary aspect and vital ingredient was simply, that the operation was planned and fully discussed by government, labour and management, before any action was taken. The employees were aware of their options and job security, before VIA Rail Canada was implemented. Fear and uncertainty was dissipated.

Signalman meets transport minister: John E. Platt (right), vice president BofRS, has a friendly chat with Jean Luc Pepin, minister of transport, Canada, at a recent luncheon at Ottawa.

Signalman meets labor minister: John E. Platt (left), has an opportunity to talk to Gerald Regan, Canadian minister of labor, at a recent luncheon in Ottawa.

A simple but crucial requirement in the introduction of any necessary technological, organizational or operational change, is the alleviation of the employees' fear of the future. This fear can be alleviated by resolving the labour relations problems, well in advance of the proposed change. A perfectly obvious concept, but unfortunately a concept that is very rarely followed by management or government. In my opinion, problem solving by this approach is the opportunity that must be realized by government, labour and management. The adversity inherent in collective bargaining obviously cannot be eradicated, nor should it be. This Utopian objective would result, over time in a dimension of conflict non-existent today, but far more serious than any perceived weakness in the collective bargaining system.

Private enterprise in the 80's must adapt to their new role in the equation, the principle of corporate responsibility only to the shareholder and the bottom line of the balance sheet, became obsolete in the 70's and will prove to be suicidal in the 80's. Corporate responsibility must encompass the environment, long term manpower development and a general philosophy adjusted to societies overall objectives. Society will not permit incidents like the Mississauga, Ontario and the MacGregor, Manitoba, near catastrophies, as simply the cost of doing business, resulting only in protracted inquiries and lawsuits to establish responsibility. Private corporations must include the cost

Graduates of the Section II, Electronics course of the Canadian National in the Mountain Region included two signal technicians, six signal maintainers, three leading signal maintainers, one leading signal mechanic and one signal testman. Shown here from the left (back row, standing) are: Grant Crichton, general supervisor signal construction; Len Carter, signal technician, Edmonton Lodge 202; Jim Moon, signal supervisor; Howard Giebelhaus, signal supervisor; Norm Wentzel, signal technician and recording & financial secretary of lodge 202; H. R. Hanson, signal maintainer of local 202; Ernie Wagner, signal maintainer Cariboo Lodge 192; Jack Kinstler, signal testman local 202; Ed Lavallee, lead signal maintainer local 202; and Ryan Makowichuk, leading signal maintainer local 202. Seated in the center row are (from the left): Myles Bye, signal supervisor; Jack Hoy, signal maintainer of local 192; Doug Bennett, leading signal maintainer local 192; Harry Tracz, signal maintainer, assistant general chairman and local chairman of local 202; Mike Mulyk, leading signal mechanic local 202; Len Kryzanowski, signal maintainer local 202; and Bob Dube, signal maintainer local 202. Seated are Glen Robertson (left), signal training supervisor; Tony Craplewe, chief circuit designer and Ken Shivak (right), signal training supervisor all with CN.

of employee, public, ecological and environmental safety as a capital cost and a moral responsibility. In sum, corporations to survive in the 80's would be well advised to discover somewhere in their structure a corporate soul.

The labour unions in the 80's must accept the responsibility that flows from recognition as a legitimate institution. I am confident that the labour movement in Canada has reached an overall level of maturity and is capable of accepting its responsibility. The labour movement, however, cannot take the necessary initiatives. The initial new direction can only be charted by a responsible, planned new approach by the federal government, and in many cases with the assistance of the provincial governments. Private enterprise must then use its ingenuity, within the new framework, to serve its interest as well as the overall interests of society, this is not such an impossible task.

Will MacTaggarts be railroaders?

The answer to the question will come from John Ryan MacTaggart, 1½-year old grandson of John Nevin MacTaggart, signal maintainer for Canadian National at Summerside, P.E.I. Brother MacTaggart now has 32 years service with CN. His father John Robert, retired supervisory agent at New Glasgow, NS had 45 years of service when he retired in April, 1957. He is now 88 years of age. Brother MacTaggarts' son, John Foster is a technical services engineer for CN at Capreol. He joined the railway in May, 1976.

ONTARIO NORTHLAND: **Walter Mills,** a member of Northland National Lodge 204, retired June 2, 1980.

Signalmen pass electronics study

Several signalmen from the St. Lawrence and Great Lakes Region of Canadian National as well as from the Ontario Northland have graduated from the CN's Section

Signalman's Store

ORDER FORM

Please send me the following:

Item		Quantity Ordered	Price Each	Total $
Cloth Emblems			$1.50	
Coasters:				
	red and green		.35	
Playing Card Decks			3.00	
Golf Caps:	__ Red __ Bk __ Wh __ Sm __ M __ Lg		4.50	
Signalman's Training Course	8-Volume Set		18.00	
	Volume 1		2.50	
	Volume 2		2.50	
	Volume 3		2.50	
	Volume 4		2.50	
	Volume 5		2.50	
	Volume 6		2.50	
	Volume 7		2.50	
	Volume 8		2.50	
Decals:	3-inch		.15	
	4-inch		.20	
Lapel Pin:	colorlight signal		2.50	
	BofRS		3.00	
Windbreakers	Small		15.00	
	Medium		15.00	
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History of the BofRS			10.00	
Master Nat'l. Agreement Bk.			8.00	
General Chairman and Local Chairman's Manual			3.00	
TOTAL AMOUNT ENCLOSED				

Minimum order accepted is $5.00

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CLOTH EMBLEM with BofRS in white letters on red border, two locomotives, and green over red searchlight signal.

COASTERS with BofRS emblem in color are 3-inch diameter.

PLAYING CARDS with BofRS emblem are now available. These high quality cards come in the conventional bridge decks, including jokers. Cards and emblems are in color.

GOLF CAPS with BofRS in color are available in small, medium or large with adjustable head band. These lightweight net caps come in red, black or white.

The eight-volume **SIGNALMAN'S TRAINING COURSE** covers

1. Electricity, circuit symbols and nomenclature
2. Signal symbols and nomenclature
3. Automatic block signaling, time code control, electronics
4. Traffic control systems and power switch machines
5. Highway grade crossing warning systems, FRA RS&I tests
6. Remote control and automatic interlockings
7. Ctc machines and their operation
8. Maintenance of signal equipment

SIGNALMEN'S DECAL has adhesive backing so it can be applied to glass, leather, metal, etc. for BofRS identification on car windows, bumpers, luggage, hard hats, etc. The emblem is 4-inches or 3-inches in diameter. It has a red border with white letters. The signal displays green over red.

Metal **COLORLIGHT SIGNAL LAPEL PIN** 1/2-inch in diameter with signal showing green over yellow over red on white enamel background. Signal and pin outlined in gold.

BofRS **LAPEL PIN** identical to decal except letters and outline are in gold.

Red nylon **WINDBREAKERS** with elastic sleeve ends that fit tight to the wrists and with a drawstring at the bottom to pull tight to the waist come in three sizes: small (36-38); medium (40-42); and large (44-46). Two slash pockets and a cloth BofRS patch on the left front complete these men's jackets.

A **HISTORY OF THE BROTHERHOOD OF RAILROAD SIGNALMEN** has been written by the late A. E. Lyon, president emeritus, which covers the 75 years of the Brotherhood since its founding in 1901.

MASTER NATIONAL AGREEMENT BOOK has the basic provisions of national agreements negotiated with U.S. railroads and the BofRS. They are contained in a loose-leaf binder with 2-inch rings so there is room for additional material, such as local agreements. The 25 sections are:

A Summary of wage changes
B Summary of other benefits
C Washington job protection agreement of 1936
D Vacations
E Union shop agreement
F Holidays
G Claim and grievance handling
H Health and welfare
I Force reductions
J Employment security
K Travel time and away-from-home expenses
L Off-track vehicle accidents
M Jury duty
Mc Current agreement
N Overtime
O Camp cars
P Apprentice programs
Q Change of residence
R Earnings deduction in discipline cases
S Supplemental sickness benefits
T Union dues checkoff
U Amtrak C-1, C-2
V Seniority modification agreement
W Employee information
X Bereavement leave
Y Voluntary payroll deduction of political contributions

II signal training covering electronics. The course lasts four years with 60 days in the classroom and considerable hours of study at home and at night.

At a recent graduation ceremony in Montreal the following signalmen graduated: J. Antoine Baiani, Citadel Lodge 205; Antoine Bedard, local lodge 205; E. Simon Carbonneau, local lodge 205; Dave Carroll, Central Lodge 124; G. Roch Fortier, Young Pioneers Lodge 118; J. Serge Gagnon, local lodge 118; Denis J. Gignac, local lodge 205; Pierre Jacob, local lodge 118; Raymond Martel, local lodge 118; Bernard Mayotte, local lodge 118; Gilles J. Millette, local lodge 118; Roland Pinsonneault, St. Charles Lodge 187; Claude Poirier, local lodge 118; J. René Prévost, local lodge 118; Eddy Sokolowski, local lodge 187; Jacques J. Thuot, Central Lodge 124; David E. Wallace, local lodge 187; and Brian C. White, local lodge 118.

CN reports signal training progress

During 1979, 370 employees were trained in the Section 1, railway signaling training courses and 198 employees were involved in Section 2, electronics training courses. Also in 1979, 56 employees completed the Section 1 and 56 completed the Section 2 training.

In addition to the railway signaling and electronics training, CN has developed separate courses covering pole top rescue, hotbox detectors, oil-fired snow melters and propane melters.

U.S. National Agreement Book has been updated.

Revisions to the Master National Agreement Book (the green 3-ring binder) are available. These 1979-80 revisions include the July 27, 1978 agreement, plus major revisons to other agreements in this book. Those who have purchased the MNA Book will receive copies of the revisions. To be sure that your book is up to date, here is a list of the pages that will be in an up-to-date book:

Master National Agreement Book (title page)
National Agreements in the U.S. (Bates-Best letter)
Contents 1980
A Summary of wage changes (page **A-1-74** through **A-4-74; A-5-79** and **A-6-79)**
B Summary of other benefits (pages **B-1-74** through **B-4-74** and **B-5-79)**
C Washington Job Protection Agreement (pages **C-1-74** through **C-10-74; C-11-75** through **C-21-75)**
D Vacations (pages **D-1-79** through **D-4A-79; D-5-74** through **D-103-74)**
E Union Shop Agreement (pages **E-1-74** through **E-15-74)**
F Holidays (pages **F-1-76** through **F-5-76)**
G Claim and grievance handling (pages **G-1-74** through **G-2-74; G-3-79)**
H Health and welfare (pages **H-1-79** through **H-3-79)**
I Force reductions (page **I-1-74)**
J Employment security (pages **J-1-74** through **J-10-74; J-10A-80; J-10B-80; J-11-74** through **J-24-74)**
K Travel time and away-from-home expenses (pages **K-1-74** through **K-14-74; K-15-79** through **K-16B-79; K-17-74** through **K-41-74;** and **K-42-79** through **K-44-79)**
L Off-track vehicle accidents (pages **L-1-79** through **L-6-79)**
M Jury duty (page **M-1-79)**
Mc Current national agreement (pages **Mc-1-79** through **Mc-33-79)**
N Overtime (pages **N-1-74** and **N-2-79)**
O Camp cars (page **O-1-74)**
P Apprentice programs (pages **P-1-74** through **P-4-74)**
Q Change of residence (page **Q-1-74)**
R Earnings deduction in discipline cases (page **R-1-74)**
S Supplemental sickness benefits (pages **S-1-74** through **S-2-74; S-3-79** through **S-36-79)**
T Union dues checkoff (pages **T-1-74** and **T-2-74)**
U Amtrak C-1, C-2 (pages **U-1-74** through **U-27-74)**
V Seniority Modification Agreement (pages **V-1-76** through **V-13-76)**
W Employee information (page **W-1-79)**
X Bereavement leave (page **X-1-79)**
Y Voluntary payroll deduction of political contributions (pages **Y-1-80** through **Y-5-80)**

Those desiring to obtain a complete up-to-date book with all revisions can send $8.00 to the Brotherhood of Railroad Signalmen, 601 West Golf Road, Mt. Prospect, IL 60056. Please make check or money order payable to the Brotherhood of Railroad Signalmen. Be sure to include your current mailing address. If a member, please include your certificate number

News from Washington

By Richard J. Calistri

First the Interstate Commerce Commission said that soundly conceived rail mergers should be allowed to proceed with a minimum of conditions.

Then ICC members restated their policy that restrictive conditions should be imposed on mergers just to protect neighboring roads from competition.

The Commissioners then promised that there would be no "rubber stamp" approval of consolidation proposals.

Next, ICC Chairman Darius Gaskins said that the railroads were "not yet committed to unfettered competition."

While this confusion was emanating from the federal agency which has such a large say-so on mergers, railroads themselves continued on their merry merger way. Here's a status report:

Burlington Northern-Frisco. Approved by ICC but final merger has been delayed by court actions filed by Katy and others. Probably no court decision until later this year.

Grand Trunk Western-Detroit, Toledo & Ironton. Also approved by ICC. Plans call for "slow transition" into final merger over a number of years.

Chessie System-Seaboard Coast Line Industries. The file is closed and the ICC must issue a decision in October. The Southern Railway System, which had objected to the merger, dropped its case in an agreement which clears the way for the consolidation.

Union Pacific-Missouri Pacific and UP-Western Pacific. Applications yet to be filed on these proposals. One plan calls for acquisition of Missouri Pacific by the Union Pacific with control going to UP. The other plan calls for acquisition of the Western Pacific by UP.

Santa Fe-Southern Pacific. Plans for this merger call for the creation of the Santa Fe Pacific and Santa Fe Railway Co., a holding company for the two rail properties. At first, the Santa Fe and the SP would keep their separate identities with final consolidation to come in the near future.

Norfolk & Western-Southern. There is agreement for common ownership and control through creation of a new company.

What does it all mean? Well, according to RAILWAY AGE Magazine, it could be the start of a "grand design" for a three-or four-system industry.

A case can be made for that, says RAILWAY AGE, "not so much because traffic patterns demand the creation of coast-to-coast giants with, in effect, territorial rail monopolies but because service and cost considerations may be seen to demand it."

The reasoning, says the magazine, is that "merger becomes the logical way to improve service speed and reliability and at the same time to slice away at yard, terminal and interchange costs."

"The railroad industry as it is known today was created through consolidations of one sort or another," reports writer Gus Welty. "There is still a way to go before the industry's re-creation is complete."

That re-creation has the approval of Jervis Langdon, Jr., former trustee and president of the Penn Central Transportation Co. Here's what he said in a Journal of Commerce newspaper column:

"The Santa Fe and Southern Pacific have agreed to merge, as have the Union Pacific and Missouri Pacific. The Interstate Commerce Commission has approved the unification of the Burlington Northern and the Frisco. All this suggests the stage could soon be set for a private enterprise solution for Conrail.

"The three emerging transcontinental giants would have steadily increasing earnings from their railroad operations, as well as substantial earnings from other activities such as oil. They will undeniably be in a position to extend their railroad operations to the East Coast by absorbing those Conrail lines which show promise of becoming self-sustaining."

He goes on to say that "not only do these Western roads have capacity to absorb Conrail's main and higher density branch lines, such absorption would be logical from the point of view of service and economy."

All of this brings to mind a statement made by ICC Chairman Gaskins when he criticized the railroads for their non-competitive attitude.

"I am distressed," he said, "to see some of the best brains in the railroad industry playing around with a railroad map like kids with a Monopoly board when there are so many other problems unsolved."

The Chicago Tribune, possibly the nation's most conservative newspaper, has suggested editorially that both parties adopt platform planks involving increased reliance on railroads. Said the paper: "The federal government will have to work with the railroads to encourage the shipment of more goods by rail because of its energy efficiency, to increase train passenger and commuter services, and to find financially feasible ways to upgrade roadbeds so that services can be improved and speeded up."

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Scotchcast Re-enterable Splicing Kits give you a compound-filled inline or T-tap splice that lets you get back into the splice if desired, and still reuse the tough PVC mold body and hardware. Only normal hand tools are needed to make these splices. When you're finished, the splices are ready for the toughest conditions. Each kit has all the materials needed to insulate and seal re-enterable splices, including the urethane insulating compound (Scotchcast 2114). Kits handle cable diameters from ¼" to 2½".

Scotchcast Inline Splicing Kits use permanent rigid body molds filled with a pliable polyurethane compound (Scotchcast 2104). Again, common hand tools will get the job done quickly. The splices are ready for direct burial as soon as the insulating compound cures. You can use this series for inline splices on cable diameters from ¼" to 3¼".

All splices are tough enough to withstand continuous operation at 90°C (with an emergency overload temperature of 130°C).

Both kit types can be used on shielded or non-shielded plastic or rubber jacketed cables with ratings up to 1000 volts. Whether re-enterable or permanent, you can fit Scotchcast to the application, from intersection signals to telemetry cable to crossing gate signal installations.

3M Scotchcast Splicing Kits will pay off in your next underground job. Check with your electrical distributor, or write for full information to:

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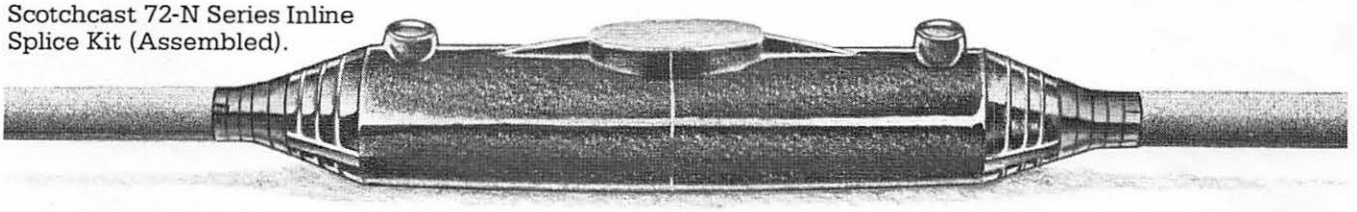
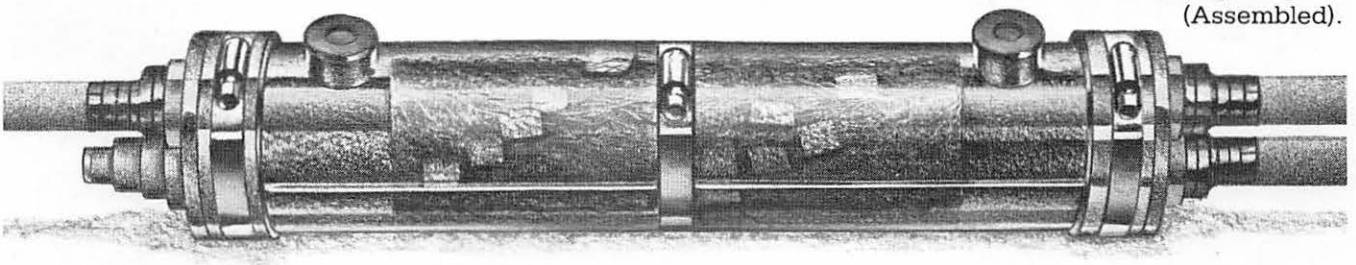


Scotchcast 78-R Series Re-enterable Splicing Kit (Assembled).



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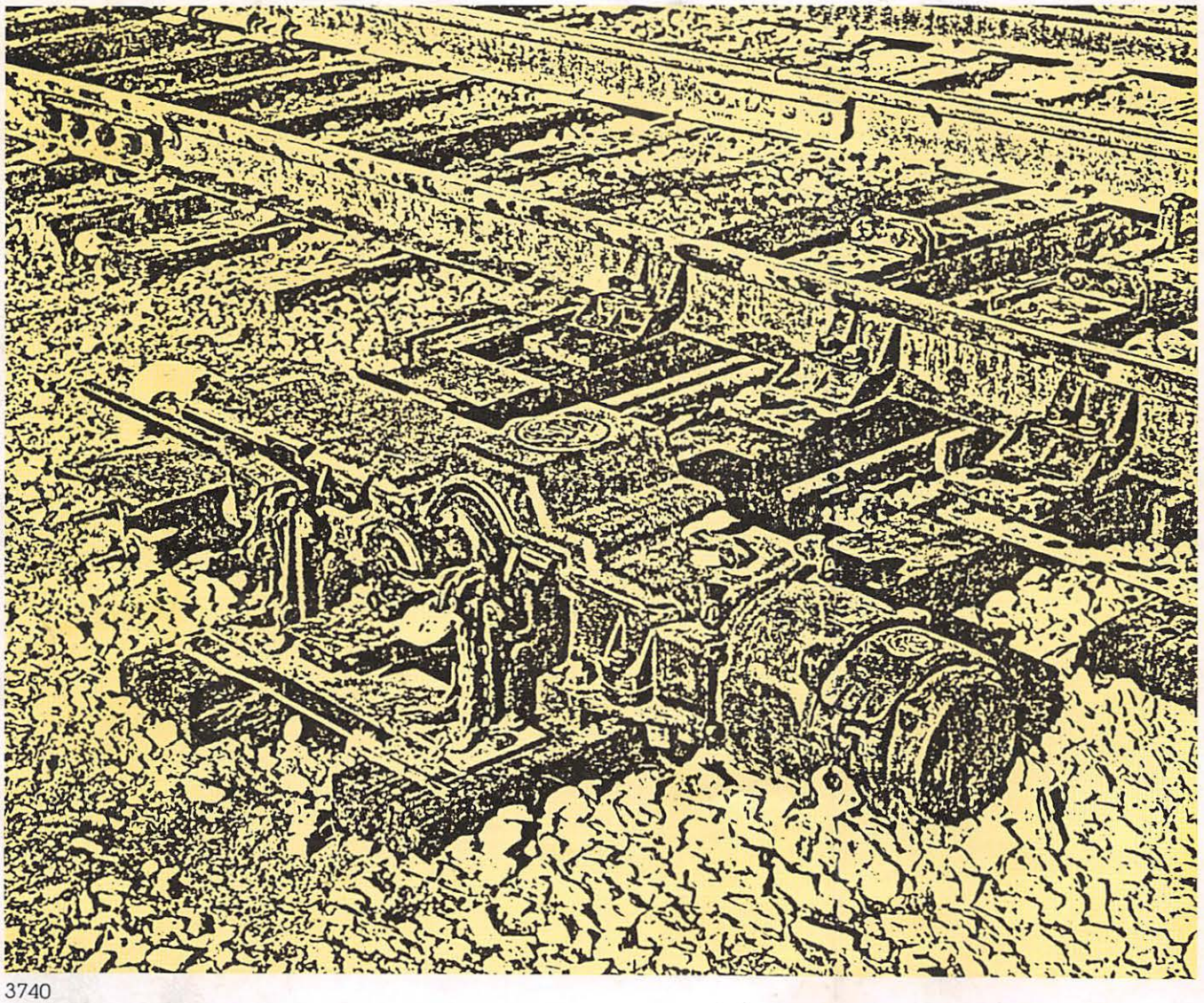

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